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AUGUST, 1971/60¢

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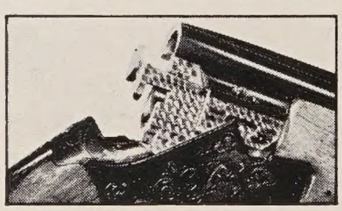

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*and chambers.*

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# Railroad mac magazine

*Adventurous Railroading and Rail Hobbies—Founded 1906*

VOL. 89, No. 4 AUGUST, 1971 60 CENTS



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# THE MAIL CAR

## where editors and readers meet

THIS MONTH, for the first time in its long history, *Railroad* has a cover made by a woman. The scene is in the Andes Mountains of Peru. An Indian squaw with an urn full of *chicha,* a native beer, waits beside the track to sell drinks to passengers.

Maxine Wishner

The railfan photographer, Miss Maxine Wishner, 56 7th Ave., New York, rode the train from Cuzco, ancient Inca capital, to Machu Picchu, elevation 13,000 feet, fabled "Lost City of the Incas," to which last Inca ruler supposedly fled from Spanish conquerors. ●

**Is this a trackside grave? Train is northbound M202 on International Railways of Central America, leaving Mulua, Guatemala, for San Felipe, Jan. 25, 1965. Instead of marking a grave, the cross could indicate a spot where someone was killed. The natives use pieces of pipe and sheet metal to fashion little memorials of great dignity and original design, decorating them with jungle flowers.**
Elmer Treloar, 101 California St., Highland Park, Mich. 48203

GUATEMALA article by Gary Allen (July issue) is all true, even down to the old man living in the boiler of ex-Uintah No. 250 and the steamer's new wooden pilots. I saw them myself in April. That country is still a steam paradise and will remain so for a little while yet. Trains triple-headed with Mikes still battle the grades up to Guatemala City from the east.

Unlike Gary, I drove there in my Volkswagen and spent 8 days chasing steam trains. The roads are good; you can cover the entire rail system in 6 days or less. I had the advantage of knowing the trainmaster of the entire railroad. He speaks English. Every morning he'd give me the rundown on all train movements for the day, eliminating much of my guesswork. You can find him at the general office in Guatemala City station. Ask for Herminio Salguero, or the general manager, Sr. Vargas, who also speaks English. Either man will help you.

Take along as much film as you can carry. I crossed both borders with 70 rolls of slides, 37 rolls of 16mm movies, and 18 of b&w. Road maps that also show the railroad can be had from gas stations. You can easily get permission to ride engines, but I passed this up so as to record steam in as many places as possible. Zacapa is one of the best places to shoot steam trains; 3 leave there every morning. If you aim to get lots of pix, don't ride trains; they are painfully slow. It takes all day to ride 178 miles from Barrios to Guatemala City or 150 miles from Tecun Uman to the capital.

The system's roster may show 12 diesels, but only 3 or 4 were operating when I was there. Many steamers also are inactive. I saw operable engines in only 5 or 6 stalls of the 18-track roundhouse. Gary's article failed to say there are hundreds of photo spots, including 5 big trestles, for fans who chase steam by automobile. I disagree with what he says about all freights being dispatched at night. Does he mean all those on the entire system? Every morning at 7:15 a mixed train leaves Guatemala City for Barrios; but the freights are marked up in the afternoon, invariably leaving after dark, due to engine trouble.—Jim Marcus, 3058 Livingston Rd., Cleveland, Ohio 44120. ●

GIRL PIX. Your magazine has come a long way from woodpulp with ugly ads to slick paper with good railroad ads—and beautiful legs! When I get each issue, I read the *Mail*

*Car* first, though it's hard for me to wait to look at the pretty gals.—Bob Bruhin, Rte. 2, Box 28, Ada, Okla.

Your caption is right; we never expected to see that picture of a girl on crutches, made by Virgil Staff, in your June issue on page 11. Thanks for printing it. I, too, use crutches; was crippled by a truck with a drunken driver just four months after I began a job as stewardness on a famous limited. I love trains. Keep up *Railroad Magazine's* high quality, including the girl-train photos, and I will continue to hobble down to the newsstand to get a copy every month.—Francine White, Richmond, Va.

I don't object to girl pictures in *Railroad*, but when they overrun every page, forget it!—Roy Jamieson, 5 Lyngby Ave., Dartmouth, N.S., Canada, (*Ed. note*: We'll give a free lifetime subscription to anyone showing us a copy of this magazine in which female pix "overrun every page.")

A staunch supporter of our girl photo policy, Dick Biermann, 280 Church St., San Francisco, Calif., says he hasn't missed a copy of *Railroad* since June '33. He is a Muni streetcar operator, has been taking rail and trolley pix for 36 years.

Include more steam and more girls in your consist; also a circus article.—John Mock, 10 W. Cass St., Bangor, Mich. 49013. (*Ed. note*: Our April '56 issue featured "100 Years of Circus Trains." We have no copies of it left but you might get one through our *Switch List.*)

If you ever run a series on "Uninteresting Railfans," begin with Virgil Staff, an expert at mediocre and obviously posed photos of girls who look like dropouts from Hildegarde Fenstermacher's Beauty School.—Oscar Quasi, P.O. Box 2275, Springfield, Illinois 62075.

What looks posed to somebody else does not necessarily look posed to me. A few days before the Santa Fe took off *The Chief*, I watched two girls in hot pants doing cartwheels on the station platform at Richmond, Calif. Unfortunately, while the girls were having fun, I was nearly four or five carlengths distant, so I could not photograph them. If I had taken the pictures, some readers might have thought I posed it. But suppose I had, so what? Why shouldn't a camera man or a painter work from a posed model?—Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701.

Bravo, Virgil Staff! "Beauty is in the eyes of the beholder," whether it be a rail subject or a pretty girl, so why not combine the two? Furthermore, I wish that *Railroad Magazine* would publish an article on the part women have played in railroading: train hostesses, yard clerks, Kate Shelley, Phoebe Snow, the Harvey House waitresses, etc.—Donald DeCamp, 229 E. Franklin St., Winchester, Ind. 47394. (*Ed. note*: You may have heard that the N&W *Pocahontas*, the last remaining train named for an American woman, went out in a blaze of glory when Amtrak came in, using a steam locomotive on her final run just as she had done on her first run.)

Your "new look" is excellent; your covers seem to get better every month; but please, no more full-page girlie photos! If you keep such pictures small, they add interest to the magazine. I'd rather see a full-page shot of a 4-6-4 than a 36-24-36, unless you can find some way to get the latter to belch smoke and cinders and pull tonnage up a long grade.—John Lyo, 5226 W. 24th St., Cicero, Illinois 60650.

Honestly, I like your magazine and read everything in it each month. The variety of subject material is good. Nearly all illustrations are fine and well selected. Keep them coming, locomotives, girls, and all. The only things I don't like are the few errors which sneak in from time to time.

I was interested in a picture that you published in April issue, page 35, showing a small pail which was used for pin grease. Usually a machinist's helper was assigned to fill grease cups on the main side-rods of all locomotives on the ready tracks. Pin grease was pressed into sticks about one inch in diameter, a foot long. Ten or 12 sticks could be carried upright in the pail, and the grease plug wrench went into the pocket on the side. Each plug was removed and a stick of grease was pushed into the cup, broken off flush and pushed down with thumbs. The plug was then screwed down, pressing the grease against the crank pin. This screw down operation had to be repeated until grease oozed out between the brasses.—Warren B. Crater, retired Jersey Central engineer, 270 W. Colfax Ave., Roselle, N.J. ●

NEWSWORTHY. For the first time in history, Southern Pacific last year earned more from non-rail than rail operations ($64.7 million vs. $54.9 million)! This is in line with the nationwide trend of the carriers to "diversify," which in some cases could mean to ease themselves gradually out of the railroad business.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

**Is she waiting to cross the street, or just looking? Car 1032 is a PCC running upgrade on Church Street route, near Chattanooga Street, San Francisco, Calif.**

A new, fast, daily freight service across the continent, linking Florida with California, has been inaugurated jointly by the SP, the Louisville & Nashville, and the Seaboard Coast Line. This "run-through" operation cuts 48 hours off previous time. By creating a diesel loco pool, the roads eliminated the time-consuming job of changing power on trains moving from one road to the next.

Union Pacific will spend $31 million this year on rail replacement and track maintenance. Its program calls for replacing 214.52 miles of mainline rail. Strings of new, 133-pound, continuous, welded rail measuring 1,440 feet will be installed on 189.78 miles. The remaining 24.74 miles will be conventionally bolted 39-foot and 78-foot welded rail. New 133-pound rail also will be installed in 31.42 miles of curves.

Canadian Pacific is seriously studying the feasibility of electrifying its mainline for 850 miles from Calgary, Alta., to Vancouver, B.C., and from Golden, B.C., to Sparwood, B.C. It expects a doubling of bulk traffic over its Rocky Mountain lines during the seventies.

The question often arises: who owns various railroads? One corporation, Amoskeag of Boston, Mass., headed by "Buck" Dumaine, Jr., owns the Bangor & Aroostook, controls the Pittsburgh & Shawmut, and owns 20 percent of Maine Central's stock. Banks hold the MeC stock in trust, but Amoskeag is seeking ICC authority to vote the stock, which would give Dumaine control of Maine Central.

Burlington Northern, the Milwaukee Road, and Union Pacific have formed the Longview Switching Co. in Longview, Wash. The new company, serving more than 50 patrons, assumes rail switching services formerly performed by the Longview, Portland & Northern Ry.

Illinois Central has received an Award of Merit from the Chicago Lighting Institute for "outstanding lighting application" to the locomotive pit areas in its new Woodcrest Shop facility at Homewood, Illinois.

In a switch on the usual procedure, the Santa Fe is suing Rice County, Kansas, for causing a derailment. ATSF alleges that county highway crews, while putting asphalt on roads near the railway track, so completely filled the space around the rails that the flange of car wheels were elevated as they passed over the area and several cars were derailed.

It took just 12 minutes for the 26,000-mile Burlington Northern to "cut over" 170 computer reporting locations in seven states, in the first phase of installing one of the world's largest and most sophisticated computer systems. In the recent cutover, the BN computer network shifted from a central reporting station in Chicago to a new center in St. Paul, Minn.

Elephants tap-dancing in a circus act at Boston Garden last August loosened some plaster below on the ceiling of North Station in Boston, Mass. The plaster fell on a Boston & Maine employe, Ken Brannock of Concord, N.H., as he walked through the concourse, injuring him so badly that he was hospitalized. Ken sued. A Federal court awarded him $18,000 damages, collectable severally from Boston Garden, the B&M, and the construction company, reports Loring Lawrence of Manchester, N.H.

Trustees of the bankrupt Penn Central are still moaning over their 1970 net loss, tentatively reported to be $431.2 million, a lot more than railroad analysts had expected.

For 84 years American railroads have had the benefit of a nationwide interchange of freight cars. This year the Illinois Central and the Southern Pacific have begun a new sort of exchange: they are using each others microwave channels to reach off-line points. This arrangement gives IC people access to seven off-line traffic offices in the Southwest and Far West. In return, the SP can reach its off-line offices at Chicago and other IC points. A wide variety of useful information is sent over the new circuits.

Vernon Rowe is a Santa Fe switchman at Tulsa, Okla. whose job is to throw a switch to route northbound passenger trains from a sidetrack into the mainline. The other day his auto had a flat tire about half a mile from the switch. With time growing short he had to run for it. He won the race with a minute or two to spare ahead of the train on its trip to Kansas City.

The right hand of Edward Stephani, age 18, was caught in a corn-picking machine the other day on his father's farm at Seymour, Wisconsin. Luckily, the farm was located near the Green Bay & Western tracks. A freight train engineer saw him waving for help with his left hand and stopped the train. Crew men sent him to a hospital.

Under Amtrak, many passenger depots are being closed forever. Some will be torn down. Others, like the Union Station that was opened in 1900 in Albany, N.Y., are being put up for auction. The Lehigh Valley's 16-year-old terminal in Buffalo, N.Y., which sold its last passenger ticket in 1961, is now busy again but as a nightclub-restaurant with an oldtime railroad depot motif. Four Buffalo men leased the 6400-square-foot waiting room and adjacent ticket office and baggage room and turned the place into the "Depot Lounge." LV Railroad retains administrative offices on the second floor.

Long Island Rail Road is now indirectly in the real estate business. With the idea of building future patronage, it is providing prospective buyers at model home sites with information on train schedules, fares, and service. Its pretty Metro Mini-Maids and a little battery-powered steam-type engine entertain youngsters and their parents at real estate developments while builders' representatives "work on" the adults with sales arguments.

Mass transportation, consisting of a stagecoach line called Sowpax, is being organized by Wyoming citizens angered at discontinuance of passenger railroad service as a result of Amtrak.

Ten minutes after Mike Schafer left his place of employment, a photographic shop on 7th Street in Rockford, Illinois, a gas explosion, immediately followed by a fire, gutted the building. Our June *Hobby Club* quoted an editorial Mike had written for *Northwestern Limited*, journal of the Northwestern Illinois Chapter of NRHS, prior to the explosion, which also destroyed local headquarters of the chapter, housed in the basement of the same building. Nearly all of the chapter's collection of railroadiana, together with some of Mike's b&w films and some of his railroad paintings. Luckily, the chapter's records are still intact; they happened to be in the treasurer's home at that time. ●

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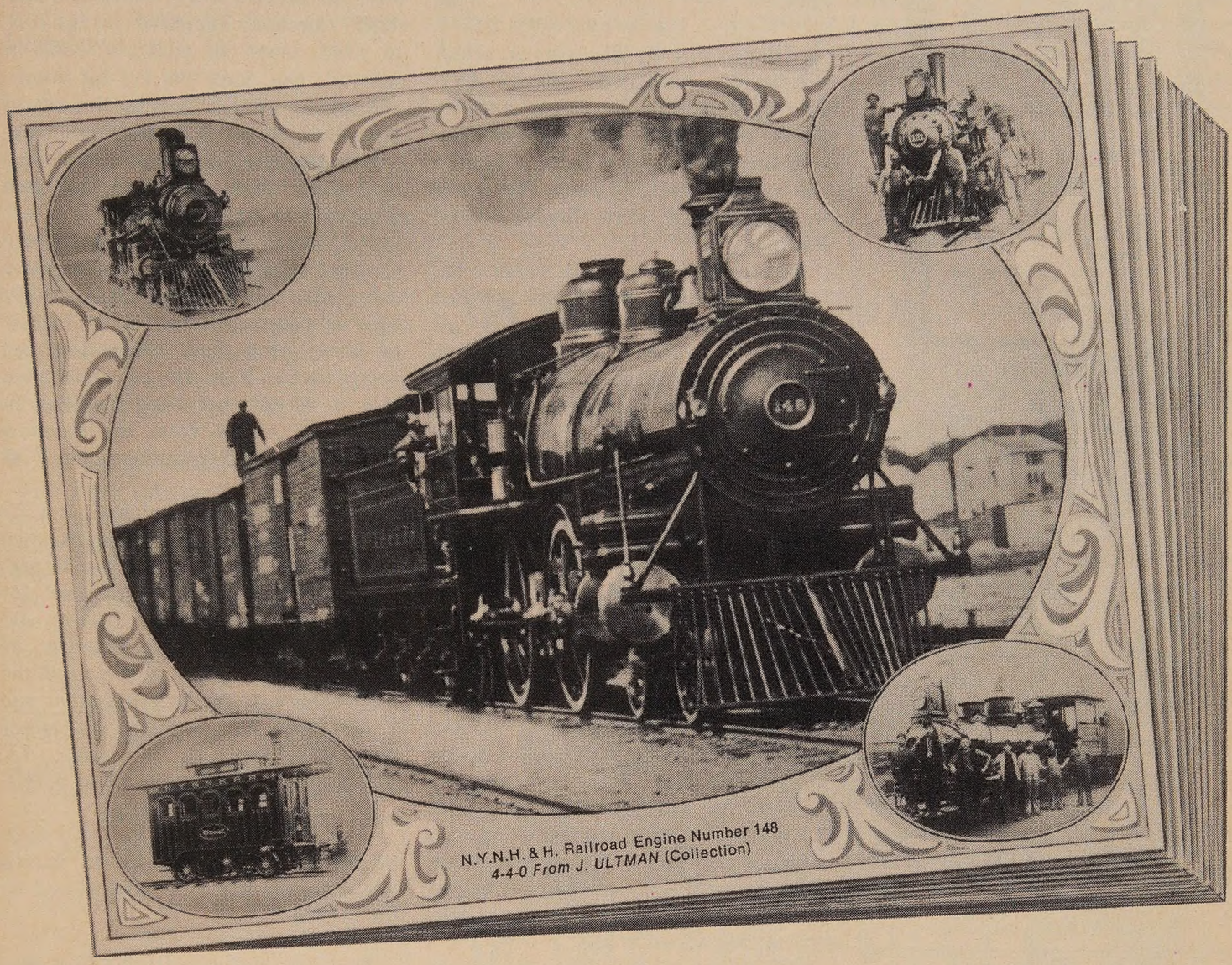


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WE KEEP announcing that our tiny editorial staff has no secretary, research assistant, nor file clerk; yet many of you continue to send us long letters that we don't have time to read, let alone answer. *Must* you add to our huge pile of unanswered mail? When you do write, please limit your message to 3 or 4 short sentences. Don't ask us to identify photos nor supply rail data by mail. Barbara Kreimer, working at home, handles a few of your questions in her department each month; but she, too, is deluged with queries and can't answer them all in the space that is available.

It is urgent that the only two persons in our editorial office be allowed to devote maximum time to production schedules for the magazine itself. Much as we'd like to give special service to individual readers, we just can't. ●

ADDITIONS to our list of senior railfans include R. Hervey Angier, 402 Channing Ave., San Antonio, Texas 78310, a retired Southern Pacific hogger who says he has been a rail buff for over 60 years. His father was a conductor on the Illinois Central Railroad.

Charles A. Elston, 1612 Summer St., Philadelphia, Pa. 19103, took his first railroad photo in 1935 at age 14. It showed the station agent at Whitford, Pa., hanging on a crane a mail pouch to be picked up by Pennsy train 576. By publishing it in *Railroad,* we spurred Charlie on to further picture-taking.

Another longtimer is Elwin K. Heath, Box 15, Barre, Vt., railfanning for 55 years. Says he: "I remember when the then-new Barre Railroad engine No. 6, *Hercules*, an 0-6-2ST, made her first run to the granite quarries from this city in 1912. My father was leaving home on his way to work but came back to tell my mother, 'Raise Elwin up to the window so he can see the new engine climbing the hill!' I was just under six years old. Later, I spent much time watching men coal up the Barre engines and clean fireboxes and ashpans, and I helped them to clear ashes from the track, where they were dumped.

"I remember, too, riding all day in the *Hercules* cab and eating from the lunch boxes of engineer Jack McHugo and fireman Paul Lechner. In 1913 all of the road's engines were shopped and relettered *Barre & Chelsea,* the new name, but they retained their old numbers and individual names. As a teenager on summer vacation I worked for the railroad as assistant hostler for 37 cents an hour. The day after graduating from high school in 1926 I began a regular job as assistant hostler that lasted about a year.

"In 1932 I started taking railroad photos—now have over 1,000 negatives—and trading with other hobbyists. In Dec. 1929 I became a regular reader of *Railroad Magazine*. I keep a record of all the letters I write. This is my 110th for 1971 and my 21,350th since I began numbering them in 1936. Incidentally, I refer only to letters written on railroad subjects."

Leonard W. Rice, 2800 Woodley Rd., N.W., Washington, D.C. 20008, says he has read every copy of our magazine since Oct. 1906, when it first came out.

Another oldtimer, Herman Hunt, 5041 S. Tacoma Way, Tacoma, Wash. 98409, became interested in *Railroad* in 1907, when an uncle, a would-be railroad man, gave the lad his copies; and Herman has been a regular reader ever since. In 1917 he began railroading on the Northern Pacific, first as a yard clerk, then a fireman, but quit reluctantly to attend college.

He adds: "I wish someone would explain to me the new car-location color charts that adorn many freight cars, cabooses, and diesel units. I'd like to know what those different-colored bands mean, how they are prepared, how to decode them, and how the information is sent from the scanning points to regional collection points." ●

BRIEF NOTES. Cincinnati & Lake Erie article by Jack Keenan pleased me so much that I bought several copies of your May issue for friends who remembered the old C&LE. As general superintendent of operations (1937-'41) I witnessed the dismemberment of the rail system and I developed and managed its motor bus replacement.—J. L. Nuber, Jr., 924 Knott Bldg., Dayton, Ohio 45402.

Since 1967, the Santa Fe has awarded 60 college scholarships to Indian young people living in states served by the railway.

June '71 had the greatest selection and best reproduction of photos in any issue of *Railroad* I can remember.—Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla. 33515.

Two color reproductions, 18x24" on heavy 22x28" vellum, of Rio Grande centennial paintings by Otto Kuhler, one of our *Interesting Railfans*, are available at $4.50 a pair in a protective tube mailed anywhere in the U.S. Address Editor of *Green Light*, D&RGW Railroad, P.O. Box 5482, Denver, Colo. 80217. (*Ed. note*: Our Oct. '71 cover will be a magnificent Kuhler painting of the Georgetown Loop, not one of the Rio Grande views.)

Our policy in writing captions is to use the info. written on backs on pictures. Too often, however, photographers are mistaken. Readers sending

corrections naturally blame us instead of the photographers. An error occurred with Black River & Western photo in June issue, page 34. Gordon W. Lindsay, member of the BR&W operating personnel, denies the photo was taken in 1958, saying the road didn't own either of those two steam locomotives until 1970.

Tioga Lumber Co. operated in W. Va., not La., as a caption stated in June *Railroad*, page 40. Shay No. 5 was later owned by Birch Valley Lumber Co. as No. 3 and was used on their Strouds Creek & Muddlety Ry. until wrecked and scrapped in 1945. *Railroad Magazine* is now better than ever. I have most issues since it began in Oct. 1906.—Michael Koch, author of *The Shay Locomotive*, 41 Old Army Rd., Scarsdale, N.Y. 10583.

The second annual art exhibit in the New York subway station at 57th St. and 6th Ave., which lasted a week in May, featured oil and watercolor paintings, acrylics, mixed media, graphics, and three-dimensional work, all done by employes of the Metropolitan New York City Transit Authority.

"I'm sorry we won't be able to use you any longer," said the boss to one of his employes, "but it should give you a great deal of satisfaction to know it's costing us $275,000 to replace you with a computer."—*Locomotive Engineer* (a weekly paper).

According to the *Industrial News Review*, a four-lane expressway can carry 18,000 trucks in 24 hours, which at a 12-ton cargo each (ICC average) could move 216,000 tons. A double-track railroad with CTC can handle 18,000 freight cars a day. Using the AAR average of 43 tons per car, the total would be 774,000 tons moved by rail as opposed to the motor truck figure of only 216,000 tons. ●

STEAM DAYS. In 1923 the girl who would become my mother was employed at the Mt. Princeton Hot Springs Hotel near Buena Vista, Colo., while my father-to-be courted her and had a job firing on the Denver & Rio Grande Western between Salida and Gunnison through Marshall Pass on the Continental Divide. She had a Saturday off, the weather was pleasant, and my father got a relief fireman to take his run that day. The happy couple packed a picnic lunch and had a grand time together, making love on the beautiful mountain side.

But while they were romancing, a terrible thing happened. The engine that my father was to have fired was pulling a train up to Shavano tank, two miles from the top of the 11,000-foot pass, when her dry boiler exploded, killing both the engineer and the relief fireman. Later, my father married the girl, but he never went back to railroading. Shock and remorse over the tragedy kept him away from engine cabs for the rest of his life.—Charles A. Page, Box 368, Gunnison, Colo. 81230.

Seventy years ago, the Pennsylvania Railroad tried an experiment on its low-grade Erie & Ashtabula Division by oiling a stretch of track after each train passed on a curve just east of Rock Point block office, where I worked as a telegraph operator. Here the tracks ran close to—and paralleled—the Beaver River that winds like a gargantuan silver snake on its way to join the Ohio.

One cold March night, while snow whitened the ground and ice clogged


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the Beaver River, a crack passenger train, No. 343, running from Cleveland to Pittsburgh, left the track on the oiled curve. The engine and the baggage car plunged into the river, killing the engineer and fireman. The rest of the plush 15-car train was jack-knifed across the double-track roadbed. Some cars hung dangerously close to the swift current, which was swollen by rain and spring floods. The fireman's body was found later, when the ice in the river melted, near Beaver Falls.

When the engine left the track and headed for the river, her pony trucks took the opposite direction, pinning against a big oak tree the gandy dancer who had oiled the rails. This victim spoke to the men who released him, took one step, and fell dead. I can't recall his name, but the section boss was Mike McCarthy.—J. D. Hossler, Rte. 1, Box 45, Blairsburg, Iowa 50034. ●

OVERSEAS. Experiments are being carried out in France with an automatically controlled suburban train between Paris and Bretigny in which, however, a driver continues to observe trackside signals.

Work has started on electrifying the rail line from Budapest in Hungary to the Czech frontier at Szob. About two-thirds of all rail traffic in Russia is under catenary.

Malcolm Ferguson, a non-smoking, British Rail engineer on the Glasgow-Edinburgh run, is participating in what the BR magazine describes as "the biggest TV commercial campaign yet launched by the British Government to discourage youngsters from taking up the cigarette habit, by showing how men at the top made it without ever smoking."

If you think of Japan's railroads as fast, crowded, and profitable, you are right on the first two points but not the third. The Japanese National system continually is on the verge of bankruptcy, avoided only through massive government subsidies. Last year its federal loans and handouts exceeded the equivalent of $1 billion.

Bulgarian tourist officials plan to put back into operation a luxury train that once carried a Turkish sultan and his harem. The 100-year-old train is to run between the Danube River city of Rousse and Varna on the Black Sea. That train is not the *Orient Express*, on which, as *Time* magazine stated, "Elegant prostitutes provided companionship for the long journey to the Orient."

The lost property department at Waterloo railway station in London, England, handles 130,000 items a year and employs detectives at times to help trace owners. Officials have yet to find the owner of a crown and matching sword recently discovered on a commuter train.

With the disappearance of steam from British Railways in 1968, it seems clear that in my country the future of steam engines as practical and useful agents of civilization, instead of mere museum exhibits, is closely bound up with the growth of the railway preservation movement. By that I mean taking over stretches of line that BR closed. This movement has been making much progress since 1949.—O. H. Prosser, 23 Harcourt Rd., Redland, Bristol, 6, England.

A $400 million, 435-mile elevated, air-cushioned railroad between Brussels and Geneva has been recommended by the Council of Europe.

I remember with pleasure the men I worked with while in British Rail engine service. Some are dead, others have retired, many are still at work. All their names, over 1,600, are listed in my record book.—John Drayton, 13 Sycamore Rd., Griffithstown, Pontypool, Mon., NPA 5AL, England. (*Ed. asks curiously*: Has any North American railroad man kept such a list?)

Blonde Vincenza Angokini and brunette Grazia Vannini, the first two female graduates of Sicily's train stationmasters' school, are complaining that they are being exiled to a rural station where they're likely to hear more "wolf" whistles than train whistles.

A group of British traffic experts, seeking to reduce London's traffic and pollution problems, advised the government to build a system of lightweight, elevated railcars that would operate without fumes and make stops inside large stores.

John Neil, a retired signalman and perhaps Britain's oldest railway pensioner, died recently at age 104 in Friockhein, England, only 7 days before his 105th birthday.

A railroad worker, Bela Fonagy, was sentenced to one year in jail at Budapest, Hungary, for throwing stop switches so freight trains grinding to a sudden halt would spill heaps of coal that he could use for his own furnace.

Israel's rail system is carrying more freight and more passengers than it did a year ago, reports Hans Kohut, P.O. Box 10004, Givatayim, Israel. ●

CONTROVERSIAL. For the price of just one new jetport, or $600 million, rail service between New York and Boston could be turned into something as good as Japan's spectacularly successful New Tokaido Line. . . . Unlike a transatlantic SST service, moreover, the new rail line would not cater to a small elite; an estimated 5 million people would use it in its first year.!—*Life* magazine

Amtrak's managers have generously agreed to pay six years' wages to thousands of railroad passenger service employes who lost their jobs under Amtrak. This guarantees deficits in Amtrak train operation. The rail unions are demanding payment for life for surplus employes. Their position seems to be that once a railroad has hired a man and he has acquired seniority, it is responsible for his support and welfare until he dies.—Ernest Treloar, 101 California St., Highland Park, Mich.

For some years, railroads have been criticized, and rightly, for being too "operating-oriented"—for neglecting the basic elements of selling, marketing, and profit-making. But now it appears that in many cases there has been too much emphasis on the dollar sign and not enough recognition of the vital importance of effective operations. And, perhaps some of our "new breed" top managers need more operating savvy.

We don't want to suggest that the *only* objective in railroading should be to run trains with military precision. But that indeed is the way they must be run; because it is the only way railroads can meet the demands of shippers and stay ahead of the competition. —Tom Shedd in *Modern Railroads*.

The Water Transport Association has been outselling the railroads on what we call "willing partner" proportions. A water connection is very often much more advantageous to a railroad than is a railroad connection. With a water connection, the railroad gets better car utilization, doesn't have its cars go off the line, often can get a better

division, and certainly has a better chance to broaden the market because the over-all transport cost is lower. The new railroad marketing people who are more interested in making money than in fighting old legal battles are increasingly receptive.—John A. Creedy, president of WTA.

We are financially unable to make our commuter service self-supporting or strong enough to justify modernization and we have every intention of eliminating this service if it is to continue to be a monkey on our backs. Public authorities may slow the elimination process, but in the end nothing but money will prevent its demise.—Charles E. Bertrand, president of Reading Railroad.

Someone asks, "Why do certain magazines tell you to wait 6 or 8 weeks for the first issue, but send you the invoice in 6 or 8 days?" (*Ed. note*: I used to wonder myself why the processing of subscriptions often takes so long. The answer is that they are handled on a mass production basis by a big company which specializes in that sort of thing. Orders for small-circulation magazines are set aside until a sizeable pile accumulates; then the entire batch is handled at once.)

WHEN winter snow is extremely heavy, many moose are killed by Alaska Railroad trains, reports *The Moose Gooser* (Alaska Chapter of NRHS). Snow piled up high drives them out of the hills to easier walking ground. The train tracks, cleared by snowplows, provide a clear path. But the killings are less than they had been. Engineers naturally don't want to hit the animals; they have learned to turn off their oscillating Mars headlights when they see moose on the track ahead. Bright lights immobilize the wild beasts, which refuse to move aside. Sometimes they can't get off in time to escape oncoming trains because the snow walls on both sides are too tall and perpendicular.

According to Federal law, a train must stop each time it hits a moose. The railroad's policy is to put a badly injured beast out of its misery, dress the carcass, and take it to a central location where fish and game wardens allot the meat to needy persons. Very rarely does the moose endanger a train crew. About ten years ago, however, a train was derailed by hitting one and knocking it against a switch stand. Railroads in northern Russia and Scandinavian countries encounter somewhat similar problems with reindeer.

NOT LONG ago CP Rail began designating every third car in their commuter trains "non-smokers." That this was well received by the traveling public is attested by the fact the "non smokers" fill up first and many passengers now have the choice of standing in a relatively clean atmosphere or sitting in the polluted air of the slower-filling smoking cars.

An informal survey reveals that fully half the riders in the smoking cars are not addicts and it is therefore suggested that CP Rail review the relative allotment of facilities and consider reversing the present ratio.

Or, if they really are concerned about the health and welfare of their passengers, ban smoking in commuter trains entirely. This indeed would be a giant step forward for humanity.—D. P. Kennedy, Montreal, Canada.

CRIME DEPARTMENT. Allen Moses, a high school junior, was shot and killed the other day when police caught him and four other youths stealing beer from a boxcar on Penn Central tracks in Cleveland. A cop ordered him to stop, fired a warning shot and killed the lad when he whipped out a 38-calibre revolver. The other four are held for trial on burglary charges.

Three teen-aged boys have been arrested for throwing a brick from an overpass in Riverdale, Bronx, N.Y., and shattering a Penn Central train window, whereby conductor John Brandt lost an eye.

Five Portuguese citizens, including a woman, failed in a recent attempt to break into the U.S. from Canada when the border patrol took them off a freight train crossing the Niagara River.

After igniting a fire bomb on a New York subway platform late one night, a tall man of about 30 tossed it into an "E" train bound for Queens, burning three of the six passengers in that car, one seriously. Then he fled. The device was a 7-Up bottle filled with inflammable liquid.

Some 277 freight cars, valued at more than $1 million, were stolen from the poor old Penn Central despite its high-priced and much-heralded computer which supposedly watchdogged all equipment. We are opposed to crime


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but we marvel, somehow, at the ingenuity of anybody who can make off with 277 railroad cars. It's pretty hard to slip a freight car into one's pocket. The former champion shoplifter was the fellow with enough gall to steal a hot stove and then come back for the smoke. The new titleholder has to be the heister of several miles of freight cars.—*Cleveland Plain Dealer.*

A small helicopter marked "R. R. Track Patrol" swooped down toward a group of boys playing on the Long Island tracks near Sayville, N.Y. Capt. Edward Schaefer of the line's police force picked up a microphone and his authoritative voice boomed from a loudspeaker between the helicopter floats.

"You should have seen the looks on their faces, when we told them we were the police and they were trespassing," he says, recalling the incident. "They ran, helter-skelter."

The helicopter patrol has been started by the Metropolitan Transportation Authority to reduce vandalism and crime along the Long Island and Penn Central rights-of-way.

Four prisoners who broke out of Kay County Prison at Newkirk, Okla., were recaptured in a field two hours later; but the sheriff's keys, which they had seized, are still missing. One escapee told officers they had thrown the keys aboard a northbound Santa Fe freight train.

The sheriff had duplicates of all the keys, but not wanting some unknown person to find and possibly use the keys in the future, had his men search the sides of the railroad track in case the keys had fallen off. Santa Fe detectives boarded the train when it arrived in Kansas City, Mo., and thoroughly searched it, but said the keys were not aboard. ●

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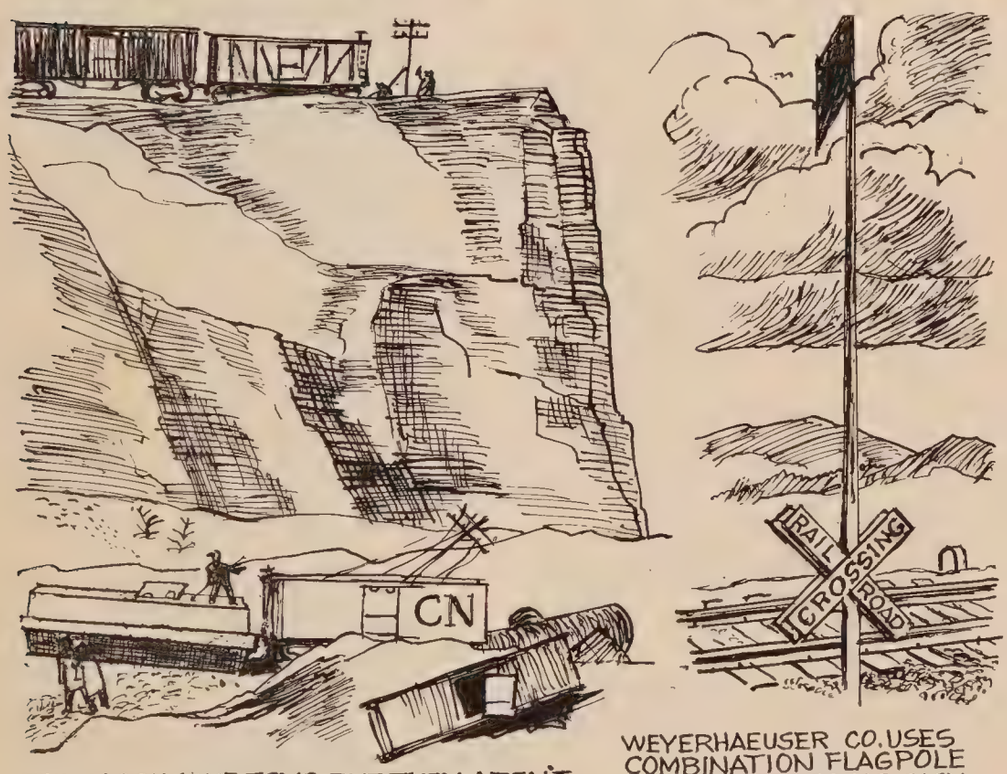
## ALONG THE IRON PIKE by Joe Easley

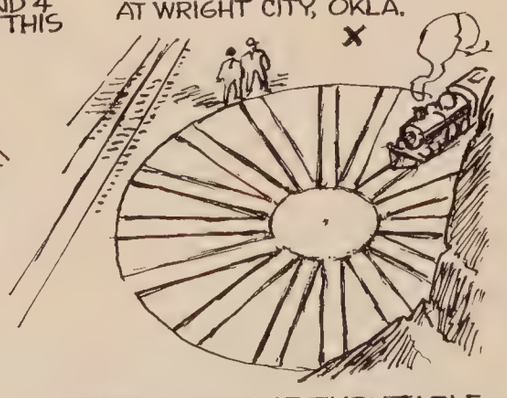



THEY LOOK LIKE TOYS, BUT THEY AREN'T. TWO CANADIAN NATIONAL LOCOS AND 4 FREIGHT CARS FELL 200 FEET DOWN THIS CLIFF NEAR BOSTON BAR, B.C.




WEYERHAEUSER CO. USES COMBINATION FLAGPOLE AND R.R. CROSSING SIGN AT WRIGHT CITY, OKLA.

ILLINOIS CENTRAL USES TWO GERMAN SHEPHERD DOGS IN SECURITY WORK, ONE AT CHICAGO TERMINAL (SHOWN HERE) THE OTHER AT EAST ST. LOUIS, ILLINOIS.



OVERHEAD VIEW OF TURNTABLE JUST COMPLETED FOR STATE RAILROAD MUSEUM AT STRASBURG, PA. MUSEUM WILL BE BUILT IN AREA X. AT LEFT YOU SEE STRASBURG R.R. (courtesy of L.P. Cummings)

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AFTER a warm thaw around Christmas time in 1946, when I was pounding brass on the Alaska Railroad, the territory had the coldest weather in its recorded history. During this cold snap the train dispatcher at Anchorage asked me to check on a big hook (wrecking crane) that had been set out on the caboose track in the old part of Healy Yard, about a mile and a half from where I was working.

The time was one a.m. I had to check on the big hook because the northbound freight was to pick it up around 4 a.m. So I put on my wolfskin mittens and parka, picked up an electric lantern, and set out reluctantly from the nice warm depot to the dark and terrifyingly chilly old Healy Yard. I remember seeing the Northern Lights flashing as if some giant were playing with the power plant of the universe. To the south loomed the bleak outlines of icy mountains of the Alaska Range, and I could not walk faster than two miles per hour for fear of frosting my lungs.

Coming at last to the big hook, I found that section men had dug out the idler flatcar supporting it so that the mighty 1,000-pound steel arm was swaying about four feet above the ice-bound rails. A yard goat had picked up the flatcar, but the "roots" of the crane itself were solidly snowed and frozen in. That Yuletide thaw had melted the ice, watering the rails, but the water had frozen again while snow piled up just before the deep freeze set in.

While I pondered the situation, something vague and shadowy seemed to shine in the dazzling Northern-Lights, emitting a mild rattle as it moved. "Wow," I said to myself, "how spooky can things be down here?" The weird object was approaching me! I mounted the crane and climbed into its cab, but found no protection there. All the windows had been broken out. Then I made my way out onto the boom.

Stark terror almost immobilized me. "What in hell," I thought, "is this horrible thing, anyway?" Glancing back in the darkness, I saw it had mounted the crane and was beginning to follow

me out onto the boom! So I slid down the boom chain with as much grace as my cold-stiffened body would permit, planted my feet on the hook itself, and waited. Soon I became aware that I was facing a mighty polar bear in temperature of about 40 below zero and might freeze to death if I couldn't get away in an hour or so.

Grim thoughts seared my brain: "This must be a winter bear, flooded out of its hibernating den, for its hide is covered with glistening ice and its body is thin and gaunt."

And now the bear was battling with the big hook that was still swinging from my having climbed the chain. The slow swaying motion seemed to annoy the monster, which batted it with a forepaw and at length got it swinging into quite a wide arc. When the hook was farthest from the bear, I flashed my electric light into its eyes. Then the hook struck the monster alongside its body and head, knocking it down a grade into a frozen ditch.

Quickly scrambling down off the crane, I looked into the cab again and this time I found a carton containing some railroad fusees, or flares. I grabbed the carton with renewed hope and when I hit the hard frozen ground I lit a fusee and dropped it. Then I ran.

Perhaps this was the first time an Arctic beast had been flagged down by a fusee. Looking back fearfully, I saw my enemy come up onto the main track. It seemed to have trouble in getting around the sputtering fusee. So I lit and dropped another.

Coming to the steep, high, little bridge that spanned the frozen Teservoid Creek, between the old and new parts of Healy Yard, I placed a lighted fusee near each end of this bridge. Then, seeing a string of boxcars extending down past the roundhouse, I mounted it and went to the depot.

Upon arrival, I reported to the dispatcher about the big hook and the bear, but he didn't seem to believe me. Two days later, though, the section foreman at Ferry, 12 miles to the north, Ray Rupp by name, saw a winter bear tearing down his meat cache and dragging it away. Ray grabbed a Springfield rifle and took out after it. I don't know what luck he had, because I was transferred to Anchorage before he returned. I was glad to get back to civilization.—George J. Gale, Box 16, Healy, Alaska 99743. ●

AFTER waiting nearly a half-century, the 33 U.S. railroaders still alive out of an original 288 who served in Siberia during World War I may at last get honorable discharges. They were recruited to help repair and operate the Trans-Siberian Railway, in response to a request from the Alexandar Kerensky regime, and were given commissions, Army uniforms, and sidearms. Later, when mustered out, they got letters accepting their resignation as officers.

However, when they applied for veterans' insurance, they were told they had been considered civilians and hence ineligible for it. They turned to Congress. Eight times the Senate passed bills recognizing their military service, but each time the House, yielding to Army pressure, failed to act.

Finally, in 1967 the group went to court and have recently won a ruling that they had been bona fide servicemen, entitled to honorable discharge. The Army indicated it would appeal. By the time litigation ends all 33 may have passed away. ●

NORFOLK & Western now has an extra $520,000—the price of a pair of new locomotives—in its coffers, thanks to "Operation Wastebasket." The savings come from money, time, and material rescued during the five months of a crusade against needless paperwork.

Convinced that snarls of paperwork slowed the line's operation, frayed tempers, and cost $2.5 million in 1969—half what the N&W paid that year for new rail, the road's president, John P. Fishwick gathered all of his executives and ordered them to examine the use of every report and form in their departments.

They stayed two days. At the time, 3,624 reports were regularly used. Now 829 have been eliminated and another 209 cut in size or quantity of distribution. ●

CARL E. TACK is a man of ideas, with 351 patents; 135 in the U.S. and the rest in 21 other nations. That's more than most inventors could accumulate in several lifetimes. Because of him, passengers on trains in the United States and in many other lands can now get a good night's sleep without being awakened by metal clanking against metal, while commuters on rapid transit cars are treated to safe and quick stops, and freight cars can run more miles without needing repairs.

Carl E. Tack

Tack retired June 1st as senior vice president of American Steel Foundries, Chicago. His first invention grew out of noisy Pullman cars in the 1930's. The cast-steel bolster supporting the car would rub against the chafing plates which were welded on the side frame to prevent too much bolster movement. The resulting harsh noise caused many a passenger to reach his destination sleepless and red-eyed. Tack solved the problem by developing an anchor rod with rubber pads that stabilized the bolster and ended the banging. Passenger cars in many nations still use this innovation. Later, he became the sole inventor of 73 American patents which made braking safer and more efficient.

"Some were quite simple but important," Tack says. One gives better support to the brakeshoe which pressed against the railroad wheel to stop the car. Before this innovation, brakeshoes would droop and gouge into the wheel, sometimes flattening them. Today, even the disc brakes which stop Chicago's new CTA rapid transit cars incorporate some of his braking ideas.

Tack had a machine built at the ASF research center in Granite City, Illinois, to test different braking systems as they stopped a railroad wheel spinning at well over 100 mph.

The ASF test train, heavily instrumented to prove out new products under actual operating conditions, was one of his favorite research tools. Since it first took to the rails in 1940, it has traveled nearly 200,000 research miles at speeds up to 115 mph. A Chicago newspaper called it "Tack's train to nowhere," because it went back and forth over the same route; but it saved the railroads millions of dollars in terms of better performance and longer-lasting equipment.

Tack's career, to a great extent, parallels the trend to bigger, faster freight cars. In 1950, the average freight train speed was 50 mph. This moved up to 60 mph by 1960 and 70 last year. Freight cars also were being used much more intensively. Before World War II, one might be 15 years old before it traveled 250,000 miles. But after the war it could chalk up that much mileage in two years, sometimes in one year.

Tack's ideas helped to speed this transition and cut its cost. ●

# PHOTOGRAPHS OF THE MONTH

**August 17, 1970: San Francisco fog was beginning to billow down Ulloa as a trolley car, No. 1134, moved upgrade near 15th Avenue toward the beach.**

Photograph by Virgil C. Staff

Twenty-one years ago Elmer Treloar made this photo of a westbound New York Central freight, engine 3143, rumbling across Wabash Railroad bridge over the Maumee River at Toledo, Ohio.

**Looks like winter's gray ghost, this ice-sheeted front end cowling of Penn Central GG-1 4894 eastbound through North Rahway, N.J., with train No. 1120 from Bay Head Junction, N.J.**
Bud Rothaar, 757 Pierpont St., Rahway, N.J. 07961

Ed Kaspriske (ex-PRR brakeman), 720 Terrill Rd., Plainfield, N.J. 07062

**Pennsy No. 5777, a Baldwin "sharknose" with 2000 hp., slumbering in the enginehouse at South Amboy, N.J., was photographed in January, 1957, when this type was first assigned to the New York & Long Branch and the Keystone was a mighty important railroad emblem. The photo is a collector's item. Note the gleaming fresh paint and the train-phone antenna.**

**In the Andes Mts. of Peru, burros take over where the 3-foot-gage Ferrocarril Huancayo Huancavelica stops. Zigzag burro trails, stretch into the wilderness from each station. (Our front cover shows another photo of Peruvian steam.)**
From new book, "South American Steam," by Roy Christian, 1691 Wilshire Dr., Aptos, Calif. 95003

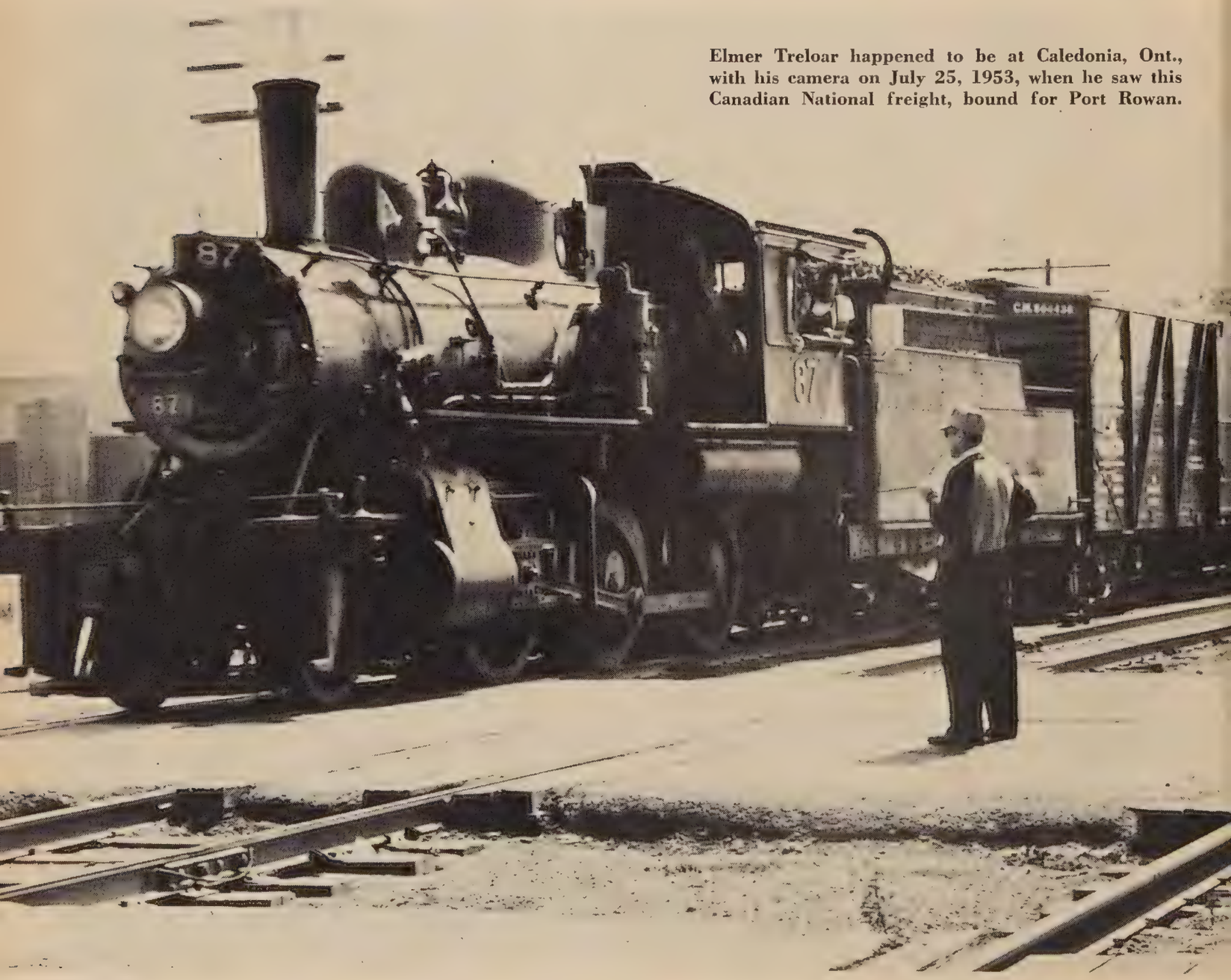
**Northern Pacific local freight train climbs Tacoma Hill in 1955 with 2-8-2 type No. 1802, class W3, and two helpers, diesel locomotive 27 and another 2-8-2, No. 1752, class W3.**
W. Wilkinson, 4423 N. 11th St., Tacoma, Wash. 98406

Standing beside Gold Coast 4-6-2 153 at Fort Lauderdale, Fla., railfan Nancy McLaughlin takes close look at engine she will ride behind in a few minutes.
Photograph by William T. Morgan

Jeff Clack, P.O. Box 605, Glenwood Springs, Colo. 81601

Buckskin, the only railroad horse we know of, is used by Paul Wiggers of Silt, Colo., to haul wornout ties off Denver & Rio Grand Western main line after the section gangs have finished.

Elmer Treloar happened to be at Caledonia, Ont., with his camera on July 25, 1953, when he saw this Canadian National freight, bound for Port Rowan.



Harold A. Smith, Box 3068, Grand Central Sta., New York, N.Y. 10017

**The lady waiting to board Pittsburgh Railways car is six years older today than she was when this photo was made. Photographer doesn't know who she is, nor exact date of picture.**

**The last U.S. customs and immigration official to check on the Delaware & Hudson's *Montreal Limited* is this man (name undisclosed), shown leaving train at Lacolle, Ont. (April 30, '71).** Robert Niebuhr, 31 Pondfield Rd. West, Bronxville, N.Y.

# Last Run of the BERKSHIRE EXPRESS

Town folk and rail buffs cluster around the track in West Cornwall, Conn., where the *Berkshire Express* is making a photo run-by. You can call it a "last run," but it's really a fantrip of the Railroad Enthusiasts, New York Division. More than 600 people gleefully rode the seven-car train April 24th out of New York City to Chatham and Pittsfield via the New Haven's Housatonic River Line, now part of Penn Central. (Below) Barbara McGill sells timetables as collectors' items and Morris Melitzer takes a photograph.

Above phoograph by Mrs. Gilbert McLane

These two photographs by Harry Hamburg

Photograph by Mrs. Gilbert McLane

**Authentic Indian chief, John Martelis, and a trainman salute each other.**

**Remember when you used to enjoy walking a rail just as John O'Boyle is doing now?**

Photograph by Harry Hamburg

**Inside the diesel locomotive cab before the train leaves Danbury, young Andrew Lavin is allowed to pull the airhorn cord. The engineer is 32-year-old [illegible] member of the Railroad Enthusiasts.**

Photograph by Harry Hamburg

# PASSENGER TRAIN SURVEY

**Eastbound Union Pacific *Portland Rose* (discontinued May 1st) stops at Boise, Idaho on snowy March night in 1971. Loco 959, a 16-year-old E9, pulled two coaches and a snack car which was dropped at Pocatello. Train was lightly patronized.**
Barry Anderson, 2805 Annett St., Boise, Idaho 83705

THE QUESTION came up at the fiftieth anniversary meeting of the Railway & Locomotive Historical Society in Boston. The editor of *Railroad Magazine* was asked by John W. Barriger, Chief Executive Officer of the Boston & Maine, "Why haven't you run a feature article on Amtrak?" To which Freeman Hubbard replied: "Because events are moving so fast that a monthly magazine can't keep up with them. Now, if we had a daily paper we could print news that isn't outdated long before it hits the news-stands."

As everybody knows, Amtrak (short for "American Track") was originally called Railpax. It is the National Railroad Passenger Corp., which Congress set up last year in the face of mounting request by freight-minded railroad companies to drop passenger trains that they claimed were causing a total loss of around $200 million a year. Regardless of the accuracy of that figure, no company should be compelled to run trains which do not make a profit or at least break even.

Amtrak, as we see it, is only a stop-gap, an eventual stepping-stone to oblivion for intercity rail passenger service. It could, and should, be expanded to give more such service, but it probably won't. On May first it assumed responsibility, with the aid of Federal tax money, for operating 186 trains and allowing the 20 participating railroads to eliminate 180 others. The casualty list includes many famous name-trains, beloved in railroad lore; their last runs have cast gloom over the artificial Amtrak network. How long the present situation will last—how soon it will get better or worse—is anybody's guess.

"We ask your patience and forbearance," pleads John A. Volpe, Secretary of Transportation in the Nixon cabinet.

As now constituted, Amtrak expects to lose a cool $110 million in its first year, but hopes to show a profit within three years; but Benjamin Biaggini, president of the Southern Pacific, predicts gloomily, "Amtrak will be a loser throughout its life." In the near future it will offer a nation-wide computerized reservation and ticket system, but until then the individual carriers will continue to handle such matters themselves.

You can see Amtrak's gaudy insigne of patriotic red, white, and blue, with an arrow pointing nowhere, in passenger stations on its routes. Its first comprehensive public timetable was compiled and printed hastily, with too little proofreading. Rail buffs had a field day picking out errors in it. But those who own copies of that timetable are loath

to part with what they believe some day will be rare collectors' items. No doubt our future *Switch Lists* will be peppered with entries from readers wishing to buy, sell, or trade them.

Inaugurating the Amtrak operation was the formal departure of the Government-backed *Metroliner* from Union Station at Washington, D.C., on May Day for a three-hour run to New York City. Among the passengers were Congressmen, Federal brass, and invited dignitaries.

Roger Lewis, the tall, rangy, 50-year-old native of Los Angeles who has just become acting president of Amtrak at $125,000 a year, is a former secretary of the U.S. Air Force whose entire business career was spent in the aviation and aerospace industry. It's a mystery to us why a brass collar with no rail background was chosen to run the passenger trains. This country would be a lot better off if it had fewer politicians to muddle up our economic and industrial systems. But, as *The Wall Street Journal* notes:

**Amtrak officials are hardly in a position to give much weight to the wishes of rail buffs or to the nation's long-run transportation problems. The quasi-public corporation created by Congress is at the very best a holding operation that will keep skeletal passenger service until more durable programs can be formulated—and financed.**

And *The New York Times* editorializes:

**None of the national jubilation that greeted the driving of the Golden Spike a century ago attends the inauguration of what passes for service on the new National Railway Passenger Corporation. Quite the opposite. It is too clear to everyone that Amtrak is a pitiful apology for a rail system adequate to restore the pride and pleasure Americans once took in the passenger trains that knit the country together.**

**The new corporation is operating only half the trains that had survived the long winter of railroad disintegration, a period that saw the number of passenger runs shrink from 20,000 to 366 and now an almost imperceptible 186.**

**The most discouraging aspect of the attempt to effect "the greatest business turnaround in history" is that Amtrak is primarily a bill-paying organization for the same bumbling rail managements that did more than either airlines or buses to drive away past passenger traffic. Direct responsibility for train operation will remain in the same inept hands. And the same archaic union rules will hamstring efforts to achieve economy and efficiency.**

**On Capitol Hill, Senate Majority Leader Mansfield has joined the list of legislators threatening to fight further subsidies for Amtrak. . .**

**In memory's album: Santa Fe 4-8-4 No. 3755 is seen leaving La Junta, Colorado, with a splendid train, *The Chief*, on a crisp winter morning in 1938. How many readers thought then that the glory of passenger service would vanish by 1971?**
Richard H. Kindig, 3831 Perry St., Denver, Colo. 80212

Charles Halter, 515 2nd Ave. S.W., Great Falls, Mont. 59401
**Janet Brewer, age 17, waits in station for Burlington Northern's last regular passenger train out of Great Falls, Mont.; has uncle who is a BN engineer.**

## NARP Is Critical

The reaction to Amtrak of the National Association of Railroad Passengers (417 New Jersey Ave., S.E., Washington, D.C.) is summed up in the testimony given by NARP chairman Anthony Haswell to the Senate's Transportation Appropriations Subcommittee shortly before it went into effect. At that time Haswell criticized Amtrak's program as inadequate and called for more funds to finance much-needed additional passenger train operation. He also wanted Amtrak forced by law to hire employes and to serve additional routes.

"Congress should provide an additional grant of $100 million to Amtrak," he told the subcommittee, "on top of the $40 million in grants and $100 million in guaranteed loans it has already made available. At current prices, new rail passenger cars average close to $300,000 apiece. Amtrak expects to utilize about 1000 cars, so even if the entire $140 million were spent on cars, less than half of them could be replaced with new equipment. And that would leave nothing for badly-needed locomotives, reservation systems, computer and data processing systems, terminal and station improvements, track upgrading, etc.

"The more money that can be spent quickly on capital improvements, the greater likelihood there is that Amtrak will succeed, both in terms of the public interest and of financial returns. Money coming in from the railroads will not be available for capital improvements because of the need to cover operating losses during the early period of operation."

Haswell denounced in strong terms the omission of Cleveland, with close to two million people, from Amtrak's original network. This omission was later corrected because of strong pressure brought to bear on Amtrak, Congress, and Federal officials by NARP and other organizations and individuals.

Senator Anthony Calabrese of Cleveland evoked laughter in the Senate when he introduced a resolution asking the Federal Government to reconsider its Amtrak plan so as to include Cleveland. He said that recently he had flown over Cleveland for three hours before the plane could land, adding: "If that had been a train, we could have landed right away."

***San Joaquin Daylight* takes the hole in the Tehachapis near Caliente for Santa Fe freight bound for Mojave. ATSF has trackage rights over SP.**
Photograph by Harre W. Demoro

## Famous Name-Trains

Tears filled my eyes on April 30th as I saw and photographed for the last time the Central of Georgia train *Nancy Hanks*, named for a great racehorse and Abraham Lincoln's mother. I used to watch that train while walking alongside the tracks with my dog Spot and I remember seeing her change from steam to diesel. She was pulled to Jonesboro on her last run by steam engine 750, owned by the Atlanta Chapter of NRHS.—Elmer J. Braswell, Jr., 1581 Melrose Dr., S.W., Atlanta, Ga. 30310. (Photo on page 26.)

Although many name-trains have disappeared forever, the *Spirit of St. Louis*, which in recent years had rarely filled one coach and one sleeper, strangely blossomed out under Amtrak with four coaches, a sleeper, and a diner-lounge car! Does any reader know if Amtrak improved other trains?

When the Southern Pacific set up its *San Joaquin Daylight* in 1941, each of the then-new Oakland-Los Angeles trains had 11 coaches and a streamlined steam locomotive, Harre W. Demoro of Oakland tells us. There were six chair cars, a diner, a tavern-coffee shop coach, a parlor-observation car, and two baggage cars, one with mail facilities. In its final days before abandonment, this train had three weary chair cars and a coach with food-vending machines. Most of the mail business had disappeared.

The *San Joaquin Daylight* did not enjoy as scenic a route as the famed *Coast Daylight* between San Francisco and L.A., but it brought passengers at eye-level to the rich agricultural San Jaquin Valley. Diesel-electric locos similar in appearance to freight power wheeled the *San Joaquin Daylight* in its final years. They were efficient, but had little in common with the elegant Pacifics, Mountains, and Northerns that pulled the train during its salad years, until 1958.

Outstanding among the last runs, was that of the *Empire Builder*, which long honored the memory of Jim Hill. The following details come from an "obituary" by Larry Young in the *Spokane* (Wash.) *Review*:

**"Aboard" was shouted for the last time Saturday night (May first) at Burlington Northern's Havermale Island station. The final train which moved away was the *Empire Builder* which had achieved a tradition of legendary service in the fine old style of railroading under Burlngton Northern's predecessor, the Great Northern.**

**Old-time railroaders and train buffs had spent all day Saturday, before the last limited left, saying good-bye to the great name passenger trains which have played a prominent part in Spokane's life. Again and again you heard the familiar names of trains that were about to be shunted into oblivion: the *Empire Builder*, the *North Coast Limited*, the *Western Star*, and the *Main Streeter*. None of the two daily passenger-train stops that Amtrak is scheduled to make in Spokane, east- and westbound, will serve Havermale Island. The passenger crew men, many facing the prospect of earlier retirement, transfer to freights, or idleness, were eager to talk with the few people who came to witness the demise of an era that Saturday.**

**Wayne Kerslake, who made this shot of a Union Pacific station with the typical Amtrak emblem, forgot to write details on the back of his original photograph.**

**Scenes like this—unloading mail from a Burlington RPO car at Alliance, Nebraska, in July, 1969—are gone forever. No. 1948 was one of the last Railway Post Office cars operated west of the Mississippi River. It helped to keep this Omaha-Billings train running until August, 1969, when Post Office Dept. cancelled it. Now, alas! there are no more PRO cars.**
Jim C. Seacrest, 2101 Birchwood, North Platte, Neb. 69101

**Easter, 1971: the northbound Southern Pacific's *San Joaquin Daylight* takes on a few passengers at Glendale, California.**
Photograph by Gary G. Allen, this month's "Interesting Railfan"

Linnea Sandberg, 17-year-old daughter of Chicago regional postal inspector, christens the *Pacific Zip* with champagne magnum; BN Vice President Scanlon watches.

**"Roses for a thoroughbred." Mary Lee Langley of the Atlanta Chapter of NRHS drapes a funeral wreath on Southern steam locomotive for the farewell run of the *Nancy Hanks* out of Atlanta, Ga., on April 30, 1971.**
A.M. Langley, Jr., Rte 1, Box 64, North Augusta, S.C.

*Pacific Zip,* **Burlington Northern's new daily Chicago-Seattle fast mail, encounters a spring snowstorm.**

"Very few people rode the train today," said M. G. Stocking, conductor for BN's *Western Star* at Havermale Island. "I can't understand it. I think many people assumed service stopped yesterday. We have about ten through passengers. Perhaps 95 total fares on the train, but that was mainly because 65 got on at Troy and rode to Newport." Head Pullman porter Calvin Jones of Minneapolis, with 45 years service in sleeping cars, said: "We've been having full cars for the past two months. Practically every trip I've taken since March. They all wanted to take one last trip on the train. But today I have only twelve aboard."

Jones says the Pullman tradition of fine service — shoes shined to a mirror finish, wake up calls, crisp linen on the beds — won't die with the loss of regular passenger service. "I expect they'll continue it and improve with Amtrak."

Seattle conductor Robert Childers, 51, remembers when the first *Empire Builder* left Seattle in 1947. "I was on it. But we're seeing the end of rail passenger service. The freeways killed it for short haul and if you want to go long distances, airplanes are better.

"It doesn't have to be that way. I was in Europe last October and I rode all over on a Eurailpass. Superb service and wonderful trains. Clean and comfortable. One morning a girl employee awakened me with the news that comulementary breakfast was about to be served.

"The great service that America used to have in dining cars is gone. Now they are open only at certain times. No snacks to break the long trip."

As Bob Childers talked, his train for Seattle glided into the station on Havermale Island, conductors letting down steps with a hiss of air like the soda clerk used to make when he squirted seltzer into a chocolate ice cream soda. The clanging bell on the diesel changed pitch as air pressure dropped.

"We had great times for passenger trains in the 50's," the conductor said, "but the real romance of rails went when the steam locomotives were sidelined. A diesel has only eight notches on the controls for speed, but an engineer on a steam rig could be an artist with the Johnson bar, wringing an extra 10 miles per hour out of his locomotive."

## Good-Bye to RPO!

Another casualty of the Amtrak era is the Railway Post Office. The RPO, dating back more than a century, speeded up deliveries to big cities and rural towns because postal workers sorted the mail aboard trains, picking it up and depositing it as they rolled over the rails. During RPO's heyday, which was about 1915, more than 20,000 clerks in nearly 4,000 cars distributed some 14 billion pieces of mail on a 216,000-mile rail network. But by the spring of 1971 this service had dwindled to eight runs: New York-Pittsburgh, New York-Washington, New York-Boston, Chicago-Detroit, Seattle-Spokane, Portland-Spokane, St. Paul-Dickinson, and St. Paul-Williston. Then came Amtrak—and RPO vanished.

Although RPO cars are gone, the hauling of mail by rail is not entirely dead. Some new fast mail trains have been established. The first of them, named the *Pacific Zip*, rushed mail from Chicago to Seattle over the Burlington Northern so quickly that it arrived nearly six hours early. Its first run began April 24th, inaugurating a system intended to shorten by one day the delivery of third and fourth class mail to the Pacific Northwest.

Racing over the 2,181-mile route at an average of nearly 50 miles an hour, the train rolled into Seattle 5 hours, 45 minutes before its scheduled 9 a.m. arrival. Then it sat in a south Seattle yard until 9:30, when its load of piggyback vans full of mail were taken off after welcoming ceremonies.

Mail was dropped off en route at Minneapolis; Fargo and Minot N.D.; Havre, Mont., and Spokane, Wash. Postal officials say the new fast mail service will save $600,000 a year. ●

**A bank in Kankakee, Illinois, bids good-bye to the *Governor's Special*.**

**The Illinois Central train *Governor's Special* pulls into Kankakee depot April 25th, five days before its demise, with a farewell excursion. Finally, on its last run, Mrs. Jim Schneider, wife of the president of Kankakee Federal Savings, waves a misty-eyed farewell to Herb Williams, 52-year veteran conductor.**

All three photos by James G. Schneider, South Schuyler Ave., Kankakee

# Manhattan Monument

by Bill Gorman

New York's old Penn Station was the main gateway to the big city for visitors from North, South, East, and West.

THEY are all gone now. The past has swallowed the men, the trains, and the times that once teamed up to build, hopefully, a lasting edifice on Manhattan Island. This great and expensive monument to the faded glory of rail passenger travel lasted only a half-century before fading into memory in the wake of high taxes, competition from motor vehicles, planes, and public apathy. Where once stood a magnificent structure there is now only a functional underground facility bearing little resemblance to the original Pennslyvania Station.

Shortly after negotiating a lease with the United Railroads of New Jersey to reach Jersey City in 1871, Pennsylvania Railroad officials began planning to get trains directly into New York City. At first they visualized a bridge across the North River, twice as long as Brooklyn Bridge, but tight money and usual roadblocks thrown up by competitors kept it from getting beyond the drawing-board stage.

**From 180 feet above street level to 9 feet below sea level, millions of passengers descended to board trains, for a half-century.**

**This magnificent edifice was designed and built, like a cathedral, to outlast the centuries but alas! is now gone.**
Unless otherwise credited, photos come from Penn Central archives

By the turn of the century, improvements in tunnel construction and the development of fume-free electric power gave the railroad the impetus it needed; and in 1902 it received permission to dig under the Hudson and erect a station in mid-Manhattan.

On June 10, 1903, eight great builders gathered in the basement of a tenament next to Bill Dinien's saloon on the 500 block of West 32nd Street. They watched intently as chief engineer Charles Jacobs started a hydraulic drill that activated a seven-year project for building the world's greatest passenger depot, pushing tunnels under the North and East rivers, and constructing a huge back-up yard to handle train classification and servicing.

A half-century later, it was estimated that more than two and one-third billions of people had passed through the station they had built—a total equal to the then-estimated population of the globe! (Among those deserving accolades for Penn Station was, of course, the architect, Stanford White, who was later shot and killed by millionaire Harry K. Thaw in a scandal that involved Thaw's wife. All three parties to the triangle have since passed away, but the scandal will probably never be forgotten.)

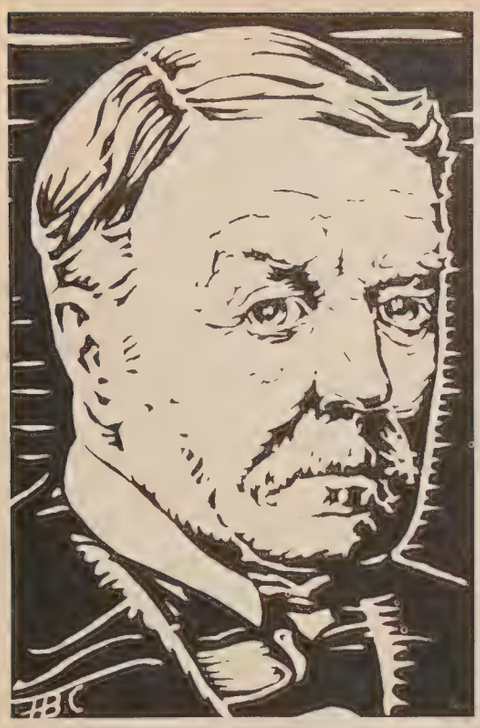
Between 1903 and 1910 the building and construction men extended the railroad line from Harrison, N.J., to a point in the Bergen Hills, bored two tunnels through the hills, and drove two iron tubes through the mud and sand 70 feet below the surface of the Hudson. The "sand hogs" continued these tunnels beneath 32nd Street, bored underground past the station site at 32nd and 33rd streets, and then sank four single-track tube tunnels under the East River to Long Island City, besides building the big station and Sunnyside Yards. All this was done with what would now be considered primitive equipment, back in the days when *The Scientific American*, a leading journal, considered it news to explain how a spark plug worked.

No expense was spared in creating the station. The eight-acre edifice gleamed with walls of Milford pink granite; the interior was resplendent with Travertine marble imported from Italy. More than a thousand freight cars were needed just to bring in the exterior granite from Massachusetts. Some 27,000 tons of steel and 15,000,000 bricks also went into the building.

One of the original designers of the station described it as "Roman Doric" design, surmounted by an attic, with a colonnade along the Seventh Avenue front and on the other side of the principal entrance. And when the place was first opened in 1910, Mark Twain said it was so vast that you needed an Alpine guide to find your way around the interior.

The monumental exterior was modeled after the ancient Roman baths erected by Emperor Caracalla; the main entrance somehow reminded you of the Brandenberg Gate in Berlin, and American patriotism was expressed with fourteen huge majestic eagles, sculptured from sandstone and perched above the various entrances.

Inside were numerous statues, basreliefs, and other ornamental work typical of the period. One statue was a noble full-length bronze of Alexander J. Cassatt, presumably the man most responsible for the station. Mr. Cassatt served as president of the railroad from 1899 until 1906, dying before the sta-



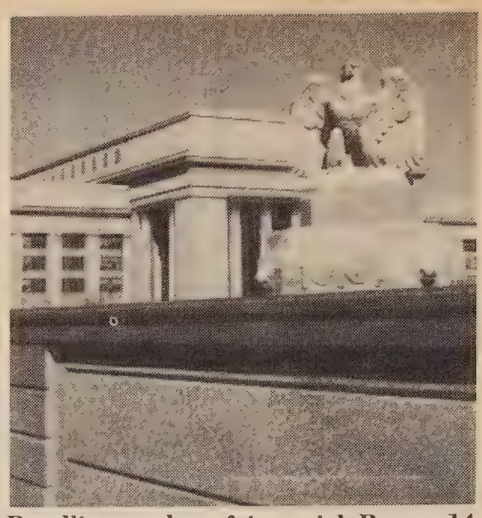
**Alexander J. Cassatt, president of PRR, 1899-1906, brought about the erection of Pennsylvania Station. This life-size bronze statue of him stood near foot of grand staircase in the great building.**
Portrait drawn by Henry Comstock

tion was opened. At the time of his death the work was far enough along to be assured of success. There was also a full-length bronze statue of Samuel Rea, who succeeded Cassatt as president and for whom the huge Penn Central Shops at Hollidaysburg, Pa., are named.

Everything about the station seemed to be massive. The exterior stretched from Seventh to Eighth Avenue and from 31st Street to 33rd. More than 500 old buildings had been torn down to make room for it. The highest of its subterranean railroad tracks was nine feet below sea level, five levels below the street, while the great canopy over the trainshed was 150 feet from floor to ceiling. The main waiting room, flanked by two smaller waiting rooms, was at that time the world's largest. The impressive grand staircase from the main entrance was 39 feet wide. Some of the station's clocks measured seven feet in diameter.

An idea of how awe-inspiring the original edifice was may be gleaned from the fact that it took sculptor Adolph Alexander Weinman three years to carve its fourteen sandstone eagles. Each bird was six feet tall, had a wing span of three feet, and weighed almost three tons.

Today, you can see two perched in Penn Plaza, where the original station once stood. Another was donated to Cooper Union Institute in New York, where Weinman had studied. Still another is in the Smithsonian Institution. Four are mounted on the Market



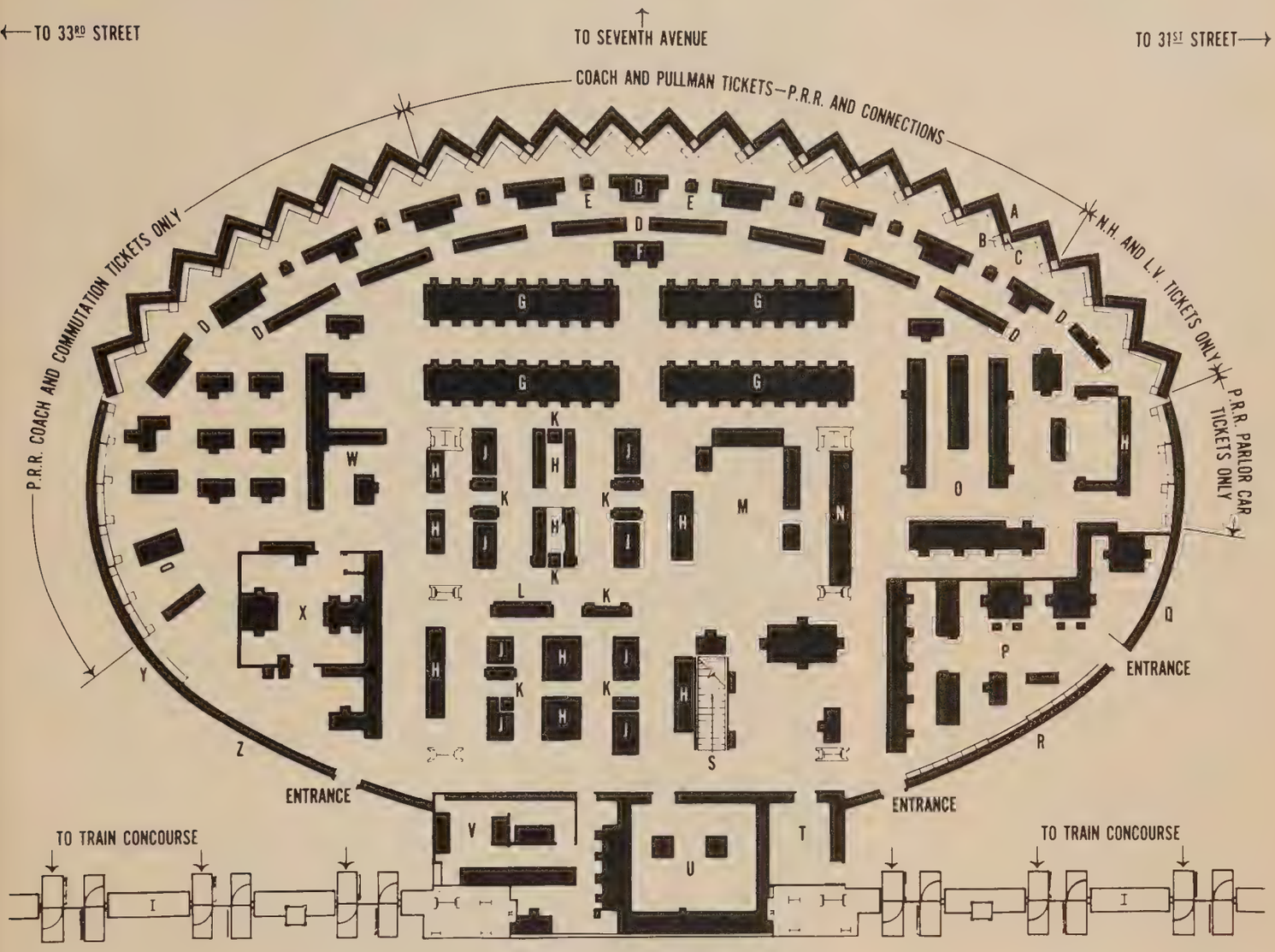
**Recalling eagles of imperial Rome, 14, sculptured in sandstone, stood atop Penn Station. This one is now guarding approach to Penn Central's 30th Street station in West Philadelphia.**

Street bridge in Philadelphia leading to Penn Central's 30th Street Station. Two stand guard at the Merchant Marine Academy on Long Island Sound and the others were given to similar worthy resting places.

But any account of a railroad station is basically the story of people. Some of the men who worked in the original Penn Station in New York have become legends. One was Bill Eagan, a hearty handshaker and top-notch railroader who took over as stationmaster at the time Penn Station was opened. When Freeman Hubbard joined the staff of *Railroad Magazine*

**Even the clocks were massive; this one in station concourse 7 feet in diameter.**

# Interior Plan of Old Penn Station




**Floor diagram. (A) ticket sales (see photo below), (B) ticket-printing machine, (C) television receiver, space availability, (D) printing plates for ticket machines, (E) facsimile receiver for assigned space, (F) phone monitor, (G) phone sales, info. clerks, (H) files for space available, (I, J) files for space, (K) facsimile transmitter of requested data, (L, M) facsimile receivers for messages from outside ticket offices, etc. (N) notification clerks, (O) files for space sold and cancellations, (P) special handling, (Q) "Window 10," (R) "Will call" window (tickets ready in advance), (S) Stairway, (T) repair shop, (U) coupon preparation room, (W) exchange messages, (X) manager, (Y) ticket redemption, (Z) house phone.**

in 1930, the first assignment he got from the editor, "Boomer Bill" Hayes, was to interview Bill Eagan for the magazine and take along a photographer to illustrate the story.

One day Eagan asked Grover Cleveland for an autographed portrait to hang in his office, and the then President of the United States made a point of delivering it personally. Another President, Woodrow Wilson, went a step further by giving him two photographs. One was a formal portrait; the other showed Mr. Wilson and his secretary at work. The winter when Bill was sick with pneumonia, a former President, Theodore Roosevelt, stopped in every day or two to inquire how he was getting along.

Many other celebrities appreciated that stationmaster. The walls of Bill's private office were covered with autographed pictures and testimonial letters from them. After he retired in 1935, Guy L. Hawkes became stationmaster and managed the 450 or so men on his staff in a less flamboyant manner.

In its heyday the great edifice featured astronomical-sized crowds and unusual events. The lost-and-found department, for instance, handled an average of 500 items a day, ranging from a human skull—lost and reclaimed by a medical student—to an especially heavy sample case which a salesman managed to "lose" regularly every Friday night and recover the following Monday morning until he was told, with a sprinkling of profanity, where and what to do with it.

Penn Station boasted a number of "firsts." It was reputed to be the only railroad depot with a fisherman's information bureau where you could charter boat sailings and find out what special baits or tackle to use and what species of fish were running. Penn Station was also the first depot ever to use an electric "green for go" signal from ushers to train crews. It was the first one equipped with automatic train stop controls. It was the site of the first public demonstration of television. It was probably the only station ever to provide the theme for a complete Radio City Music Hall show and, more important, was the site of the launching of many important name-trains, which are no more.

But neither Penn Station nor its successor can absolutely be called a terminal. Each is only part of a triple play originally titled the "Pennsylvania Terminal Improvements." Actually, the terminal, or turnaround point for trains, is the vast Sunnyside Yards on

Long Island. Third part of the triumvirate was the system of tunnels under the North and East rivers. When all three parts were completed, word-slinging publicists hailed them as "the greatest corporate undertaking of any period" and a feat "second only to the building of the Panama Canal."

In those days four railroads—the Pennsy, Lehigh Valley, Long Island, and New Haven—ran twice as many trains through the station daily as the National Railroad Passenger Corporation (Amtrak) now runs in the entire United States! In practice, many long-distance trains are operated into the station and on to Sunnyside Yards, where they are cleaned, serviced, and given running repairs. Then they are sent around a loop and out through the station again. The theory is fine; but traffic surges, special movements, extras, shopped cars, and the thousand other things that can go wrong make the six miles of trackage under the station a series of problems.

The original station complex boasted 57 tracks, including storage tracks, and 231 signals, 45 double slips and movable frogs, and 98 single switches controlled by four interlocking stations. Rules provided that trains in the station and tunnels must have two blocks headway—which meant they could actually be operated on the same tracks about two minutes apart. It all took quite a bit of railroading.

Ed Gardner, a former Pennsy passenger representative, recalls a delicate situation in World War II.

**Stationmaster in the former Penn Station surveys a holiday crowd from his glass-enclosed control room, while an announcer calls outbound trains and their track numbers over the modern public-address system.**

"We were using everything with wheels to move the crowds," he says. "I was working middle trick at the station. If a car needed to be shopped or taken out of service on short notice, I had to meet passengers who held reservations and assign them to other space. If we gave them better space, there was no extra charge; but if we had to downgrade their accommodations, I'd hand them a refund slip. I remember the night we had to shop an all-room car and replace it with an old open-section sleeper. One couple I had to downgrade from a double bedroom turned out to be a soldier and his bride. After explaining why I had given them an upper and lower berth, I started writing out the refund slip.

"'Look, mister,' the soldier pleaded, 'you can't do this to us. We just got married this afternoon and I'm due back in camp tomorrow.'"

Such problems were commonplace, because Penn Station achieved some unusual records. Employes there thought they had hit a peak in 1939, during the New York World's Fair, when some 69 million people were processed through it. But this record was shattered in the war year of 1944 by an estimated 100 million persons moving through the station!

The Madison Avenue boys used a gimmick of their own which soon became shopworn with age. They'd pose candidates for the Presidency of the United States in the cab of the locomotive powering the *Congressional Limited*. The connotation was, "This man is heading to Washington to lead the country." Some candidates took a dim view of this. But the late General Eisenhower was a good sport. He donned an engineer's cap and flashed his famous grin as the flash bulbs popped.

One celebrity who earned the respect and admiration of railroaders was Gen. George C. Marshall, who later became Secretary of State and author of the Marshall Plan for rebuilding Europe. He went through the station so often that he was on first-name terms with many of its employes.

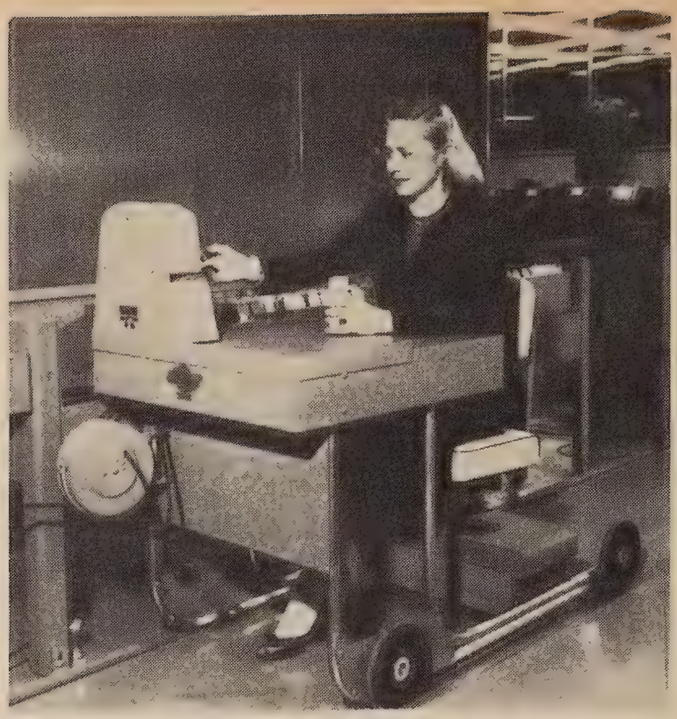
If you were a seasoned traveler and knew your way around, you went to ticket window No. 10, which was inconveniently located around a corner from other windows. Here a seasoned employe with a hot-line phone could do anything from getting one of your personal checks cashed to making a last-minute change in your reservations. (See "Q" in diagram on page 31.)

The original Penn Station also had more than its share of humanity's dregs. Both railroad and metropolitan police constantly patrolled the area on the lookout for pimps, prostitutes, thieves, panhandlers, drunks, or just plain troublemakers. These they could usually spot quickly and would either arrest them or escort them off the railroad property, sometimes by force.

One character, nicknamed the Tycoon, had panhandling down to a fine art. It took the police some time to catch up with him, because he didn't look like a bum. He resembled a fashion plate, had a flawless command of English, and never asked for a "dime for a cuppa cawfee." The Tycoon would walk up to a prosperous-looking person in the station and ask for the loan of five or ten dollars. His usual line was that he had an urgent business appointment in some other city and, in his hurry, had left his wallet on his desk or at home. Then he would add the clincher:

"I must get to such-and-such a place. As soon as I arrive, I'll send you the money. In fact, I'll double the amount."

Taken in by his obvious sincerity and opulence, the victim would sometimes



**Among the old Penn Station's jobs for women: (left) cleaning GG-1 electric locos at Sunnyside Yard; (right) desk-and-chair on wheels helped to speed the filing of coupons for space sold on trains. Penn Central women today don't clean locos.**

William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

**The glass-domed train concourse was one of New York's largest enclosed spaces.**

hand over more than he'd mentioned. Then the Tycoon would ask the stranger to give him a business card so he could return the money. Armed with the card, he would then go to another section of the station, say he was the person listed on the card, and stage the whole routine over again. The cops had to admit he added some new refinements to the ancient art of panhandling.

Another shady character actually set up an office in the station. He had cards printed with the number of a pay phone near a convenient bench, used a baggage storage locker for his office supplies, and took horse bets and policy numbers before the police put him out of business.

A reporter for the old *New York World* actually lived in the station for a week without leaving its boundaries. He ate in the spacious main restaurant and the lesser coffee shops, had his clothes cleaned and pressed and his laundry done right in the station, slept in the Railroad YMCA where train crews laid over between runs, used the public toilets, shopped in the numerous stores, and wrote a feature story for his paper about his experiences, which he said he had enjoyed tremendously.

Back in February of 1925, the New York tabloids leaked the news that His Royal Highness, the Prince of Wales, would take a special train out of Penn Station for lunch with President Calvin Coolidge. At that time the polo-playing Prince was single and was regarded as the "marriage catch" of the day. Thereupon hordes of lovesick young

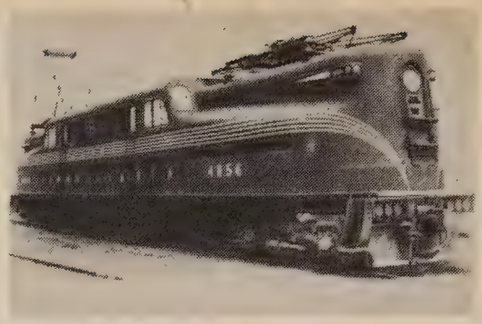
Backup point for Penn Terminal operation was Sunnyside Yard in Long Island City. At the left are LIRR tracks.

ladies invaded the station—absenteeism from stenographer and saleslady jobs probably set a new high for New York City. As the security forces couldn't very well arrest all these females, they whisked the Prince down a baggage elevator to his train. Meanwhile, the girls behaved in an unladylike manner by causing a near-riot.

Penn Station was one of the very few depots that ever had railroad motive power developed specifically to serve it. Even while construction work was going on for the New York Terminal improvements, the PRR built three electric locomotives and tested them for performance and tracking qualities on the West Jersey & Seashore line at Franklinville, N.J. By the time the station opened, the Keystone Road's first locos for New York Terminal service consisted of two units, coupled back to back, and the double-unit loco was designated class DD-1.

DD-1's handled trains of up to fourteen cars through the 1.95 percent grades of the tunnels up until the mid-1930's when the third-rail, 650-volt power system was replaced by an 11,000-volt catenary. In 1924 the Pennsy introduced two new classes, the L-5 and L-5a. The former were designed specifically for New York and had a third-rail power pickup, while the L-5a's were used under a catenary in the Philadelphia area. These did not prove entirely satisfactory and were followed by the O-1, which was a 2-B-2 and was used for light passenger service, and the P-5, for heavy passenger service (2-C-2 wheel arrangement), and the L-6 (a 2-D-2), which hauled both freight and passenger trains.

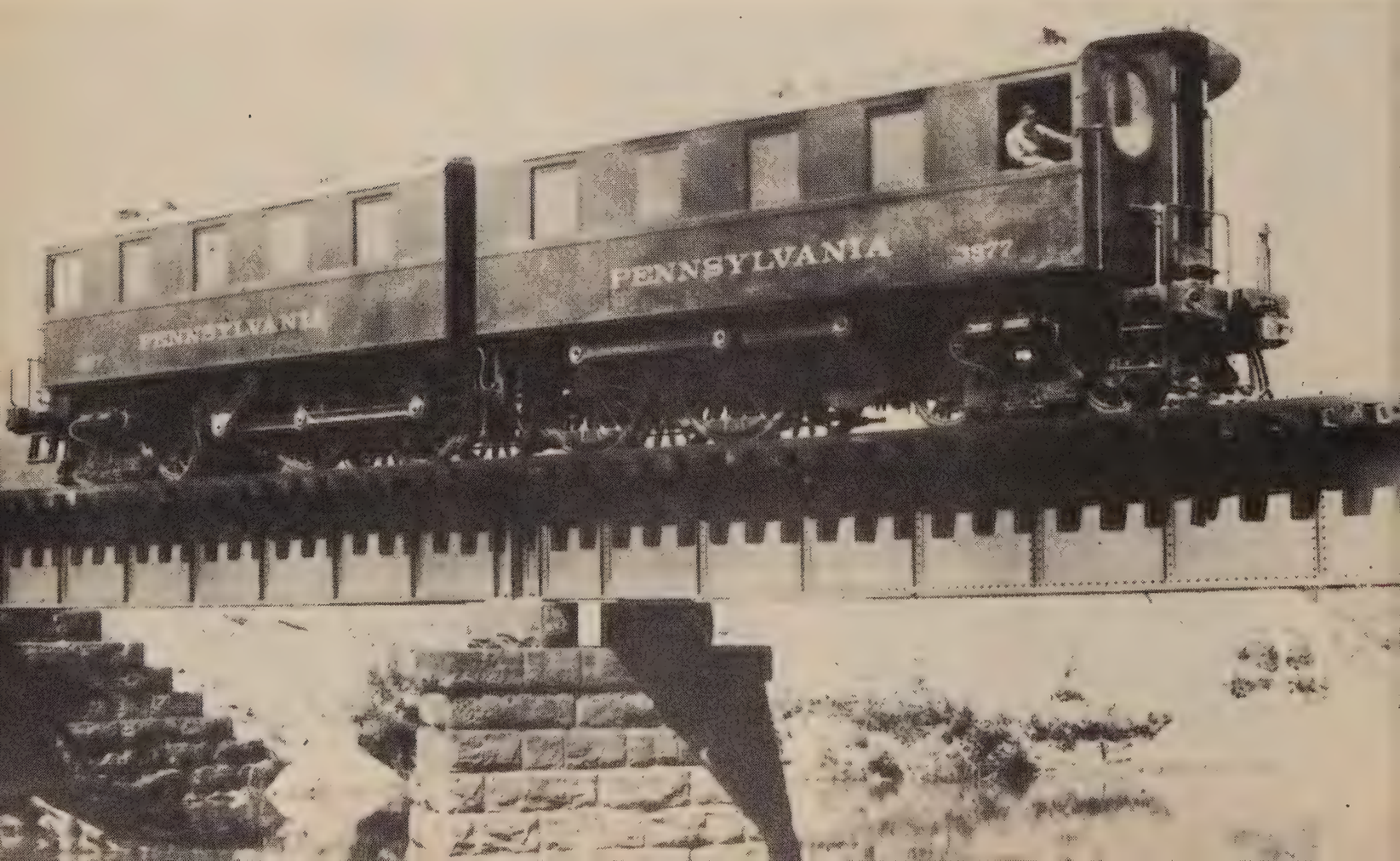
By 1933 the Pennsy had electrified to Paoli on westbound runs and to Wilmington on southbound runs, needed still more powerful motive power. General Electric, Westinghouse, Baldwin, and the railroad's own mechanical and electrical departments collaborated on the development of two designs, classes R-1 and GG-1. After testing, the GG-1 was adjudged the best and it still powers the few Penn Central trains that are not of the multiple-unit type into New York City.



**The classic GG-1, developed jointly by the Pennsy, Westinghouse and GE.**

Over the years, GG-1's acquired numerous design refinements. They are among the last few remaining symbols of the times, customs, and taxes which drove the Manhattan monument to ruin. There was much sadness and nostalgia on the part of railroad men, connoisseurs of architecture, railfans, civic officials, historians, and oldtimers in general when the fourteen sandstone eagles came down, signifying the destruction of a great edifice that had been designed and built hopefully, like a cathedral, to outlast the centuries. ●

**Trains running into Penn Terminal in its early days were operated by two 4-4-0 semi-units coupled back to back. These locos had no pantograph, but drew power from a third-rail system. They were quill-driven. Each semi-unit had a single, direct-current, commuting pole series type motor of 2,000 maximum horsepower. The service was maintained by 33 locomotives of this type, designed as class DD-1.**



# THE EDITOR'S NOTEBOOK

Photograph by James G. Schneider

BY CUTTING OUT many intercity trains that hauled periodicals in their baggage and express cars, Amtrak is interfering with the national distribution of newspapers and magazines, including ours. This complication arose at a time when the publishers were threatened with a new and substantial hike in postal rates. We are doing our best to see that subscribers get *Railroad* promptly. If your copy does not arrive on time, please contact *Railroad Magazine* at Portland Place, Boulder, Colo. 80302. In fact, *all* mail involving subscriptions or renewals must go to Boulder, not New York.

But back numbers of *Railroad* are stored only in our New York office, 205 East 42nd Street, New York, N.Y. 10017. Orders for old issues (at 75¢ each) must come here. A self-addressed stamped envelope will bring you a list of available back issues.

In my opinion, Philadelphia's Broad Street subway, especially the corridor leading to Penn Central's North Philadelphia depot, has the world's ugliest passenger stations in use today, due to hideous marking by vandals.

I suspect that some of the few critics of rail-girl pix in this magazine are frustrated photographers who either can't or won't take such photos themselves and want to see females eliminated from *Railroad's* pages in the hope that, if this were done, more space would be available for publication of their own contributions.

A small number of naive and well-meaning readers seem to think we were "born yesterday." For example, those who occasionally get their friends and relatives to send us letters and cards (usually without a street address) lavishly praising certain stories, articles or photos of theirs that we have just published. If we were new at the game, this innocent ruse might fool us; but we have been dealing so long with so many readers that we are pretty familiar with their reactions.

Some years ago the magazine announced that we would publish a certain fiction story "next month." On the very day that the next issue was due on the news-stands, I got an enthusiastic telegram from Buffalo, N.Y., from someone who gave a name but no address. It said he had just read that "excellent" story in our new issue and urged us to print more fiction by the same author.

Now listen to this: For some reason, the story in question had been crowded out of the new issue and actually did not appear until a month later! The author was a New York Central trainman who regularly had a run to Buffalo. Under the circumstances, you don't have to be very bright to conclude that the author himself sent the telegram under a phony name.

I saw him many times after that, but never mentioned the telegram. There was no reason for me to humiliate a good writer—and he *was* good. For as long as he lived, *Railroad* continued to publish his stories. We even reprinted one posthumously, and did something else which, for us, was unprecedented: we paid his widow for the reprint.

Memo to free-lance writers: This magazine is currently not buying any manuscripts except major feature articles written by professionals who've had actual experience in railroading or who specialize in rail lore and have already had railroad fact stuff published elsewhere.

In each case the writer should query us before he prepares the manuscript, briefly stating his qualifications for writing the proposed piece and telling how he plans to handle it. We need accurate articles about North American railroading that combine technical details with well-developed anecdotes, colorfully written. Each piece should have a viewpoint—interpreting, rather than merely stating, the facts.

We always have on hand more fiction, short fillers, and poems than we can possibly find space to print. We are not interested in such true tales as a housewife recalling a train ride she took at age ten, nor anyone wishing to tell us about his grandfather's experiences on the Soo Line around the turn of the century, nor a conductor's account of the celebrities who traveled in his train over the years.

My first train ride under Amtrak was from New York to Boston, Mass., via the New Haven (Penn Central) on May 2nd to attend the fiftieth anniversary of the Railway & Locomotive Historical Society, of which I have been a member since mid-1946. I rode *The Bostonian*. Its cars were modern, clean, and reasonably well kept, except for a few windows slightly cracked or chipped by stone-throwing vandals. There was no diner, of course; but a snack bar sold the usual white-flour cakes, doughnuts, cola drinks, etc.—junk that, if I were a breeder of champion livestock, I would not feed to a steer or a hog.

The sumptuous R&LHS dinner at one of Boston's best hotels was well worth waiting for. Even the menu was distinctive—printed in gold-colored cloth, the only textile bill-of-fare I've ever seen. Attendance there was slightly more than 100. Of that number, I counted 19 men whom I have written up in our *Interesting Railfans* series, including David P. Morgan of *Trains*, who sat beside me with his wife at the press table; Charles E. Fisher, just retired from 50 years as president of the Society and editor of its famous *Bulletin*; and John W. Barriger, chief executive officer of the Boston & Maine, who gave a frank talk on what excessive Federal regulation has done to downgrade the nation's railroads.

Charlie was honored in many ways at the business meeting and dinner. Personal letters came to him from the governor of Massachusetts, the mayor of Boston, and the mayor of Taunton, Mass., the famous locomotive-building city where Charlie was born and railroaded in his early years before founding the R&LHS in 1921. Gorton T. H. Wilbur, a resident vice president of the Society, did a great job on publicity for the celebration. The Pacific Coast Chapter was represented with a dozen members and supplied much, on a cost basis, to the luxury of the occasion. It donated a unique cloth menu and deluxe reprint of the first R&LHS *Bulletin* to every member present.

—FREEMAN HUBBARD

INTERESTING RAILFANS NO. 104

# GARY G. ALLEN

by FREEMAN HUBBARD

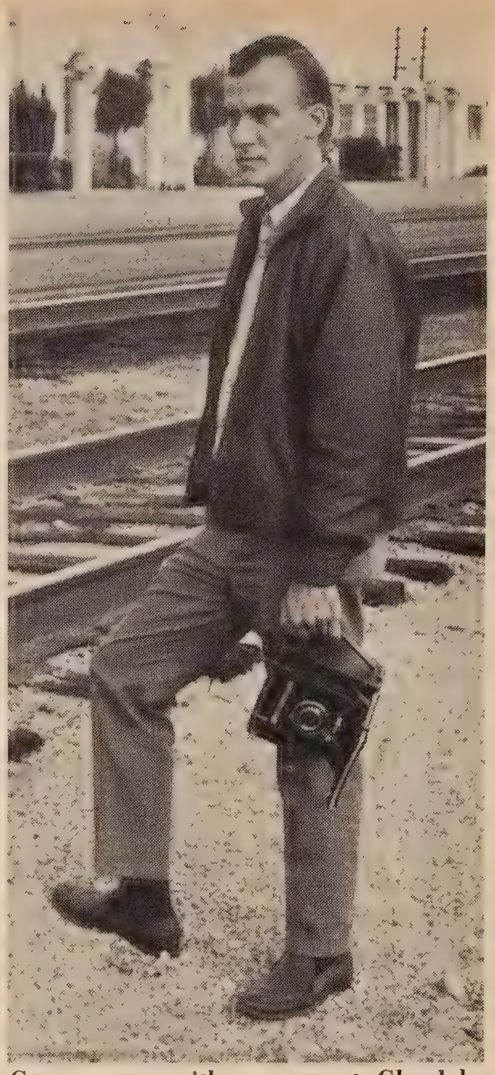
BRACE yourself for a jolt. The reader who made our July '71 cover, who wrote "Steam in Guatemala Today," and who tours the United States and foreign countries to snap railroad pictures, especially steam, is a Los Angeles truck driver. But please don't tell anybody. Gary used to be a locomotive fireman on the Southern Pacific and wants to go railroading again.

"Although he is quiet-voiced, his camera speaks volumes," says David F. Myrick of San Francisco, for whose railroad books No. 104 has supplied many photos. "Gary likes to seek out isolated places to take his pictures, sometimes in rather wild country, and there his photographic skill shines forth."

About ten years ago, in the roundhouse of the Sierra Railroad at Jamestown, Calif., he met a fellow railfan, Harrison Bullock of Albany, Calif.

"We had each gone there to watch the Sierra steam train do its thing," Harrison informs me. "It was derailed after hauling a crowd of hobbyists in gray Espee coaches among the Sierra foothills. Since that day, we have occasionally gone out together with cameras to hunt steam trains. I marvel at the care and attention Gary lavishes on taking pictures. If he can't find the viewpoint he likes and the right background, or if there is a sour note in the surroundings, such as obvious footprints leading to a photogenic spot, he will move on without wasting a negative.

"I'll never forget Tombstone, Ariz., where Gary decided to photograph the old railroad station building, converted to a public library, behind which the rails, half obliterated by drifting sand, could still be seen. He made friends with the librarian and borrowed her broom to sweep sand off the rails at places where it might show in the picture. I took a Kodachrome view of



**Gary pauses with camera at Glendale, Calif., station of Southern Pacific.**
Photograph by John A.L. Walker

Photograph by Gary G. Allen

**This was the scene at Tehachapi, Calif., on the last westbound run of SP's *San Joaquin Daylight*, April 30, 1971.**

**A conductor looks perhaps wistfully out at Summit, Cajon Pass, Calif., on last run of Union Pacific's famous *City of Los Angeles*, May 2, 1971.**
Photograph by Gary G. Allen

**Union Pacific's big steamer, No. 8444, at Huntington, Oregon, works her way west to Portland on a fantrip on August 7, 1966.**

**A rare event: for the first time in many years, a Shay runs on Sierra RR. She is shown at Sonora in Oct. '66.**

Two photos by Gary G. Allen

him then. I wish I could have put into my shot the bit of magic, or whatever it is, that brings Gary's photos to life."

Incidentally, the only way to get a decent picture of Gary is to catch him in motion and snap the shutter before he knows what you are doing. Otherwise, he freezes into a sort of brace that a recruit at Camp Pendleton might assume to satisfy his drill sergeant.

"Another time," Harrison goes on, "we planned to take a winter ride behind steam power on a railroad near Mount Shasta, making the arrangements weeks in advance, we were a bit apprehensive that there might not be enough snow. As things turned out, there was too much. Drifts and avalanches covered the line, shut it down for weeks. The excursion was cancelled, so we went to Reno and Virginia City instead.

"The high point of that trip was exploring the extensive snowshed complex at Norden, just west of Donner Summit, buried under 50 to 100 feet of snow. Way down there in the midday darkness we saw the station agent. Gary sought out and interviewed him, getting an amazing amount of snowshed information. You should see this painfully bashful fellow contact all sorts of people for aid in his quest for stories or pictures. They become real friends, too; he doesn't just pick their brains and then forget them. Gary has learned from experience that copies of *Railroad Magazine* and other rail periodicals given to railroad men are welcomed gifts.

"At Agua Prieta in Sonora he got talking with a 300-pound Mexican engineer on the Nacozari Railroad who was helping to get the thrice-weekly mixed train ready for its 70-mile trek to Nacozari. The man hospitably invited us to ride in his diesel-electric cab with him all the way down and return two days later. We weren't quite sure how we could use two nights and a day in a mining village; besides, it would have thrown us off schedule. But Gary made up his mind to follow the mixed train a dozen or so miles in his automobile while I rode the engine cab.

"Behind the sandy hills, the locomotive broke down. I sat out there in the shade of desert sagebrush with the passengers, watching the crew whittle sagebrush twigs to repair their electric motor. Meanwhile, miles away, Gary was driving vaguely from town to town along the line, further down, not knowing whether the train was ahead of or behind him. Finally, he waited a long time at Cuarenta y Siete until it arrived and then he photographed it. Afterward, Gary took in the night life of Agua Prieta, such as it was."

According to Harrison, our hero is independent, doing things his own way. This trait prompted him to buy a plot of land in Tuolumne County, Calif., on Jackass Hill, about a quarter-mile from the cabin where Mark Twain had stayed for five months in 1864-'65 after fleeing San Francisco because of debts.

Harrison Bullock says: "The flaw in Gary's land—which has a nice view of the Stanislaus River—is that it doesn't adjoin a road or railway. If my friend aims to develop it, he must first arrange for an easement over someone else's property. He owns another piece of real estate near Ferguson Butte in Klamath County, Ore., a couple of dozen miles east of Klamath Falls. It is on a hillside deep in a thick pine forest."

Plainly, there are times when railfan 104 loves solitude, just as Henry D. Thoreau did long ago. Gary was born in Los Angeles on Thoreau's 179th birthday, July 12, 1936, and acquired a reverence for nature from his father, who was a tree surgeon. But the author of *Walden* regarded chugging trains as an intrusion on the quiet countryside and might turn over in his grave if he were aware how Gary feels about them.

"I don't see Gary often," Harrison tells me, "now and then I get a phone call prefaced by an emphatic 'Indeed!' —his favorite greeting, it seems. I never know what sort of excursion he is about to suggest, but I am sure it will be appealing. We have seen many out-of-the-way places together. Gary used to enjoy visiting such points as Travel Town and the Orange Empire Trolley Museum; but at some time in the 1960's he lost interest in trains and streetcars that no longer run in regular service. Now, he cannot be induced to

visit rail museums or tourist lines. Maybe he finds them a bit dead or spooky."

Besides ranging over much of the West, Gary has covered quite a bit of Central and South America as far down as Chile and Argentina. His visit to Guatemala early this year, provided the material for our July cover and lead feature. Although he knows little Spanish, he manages to take good pictures in Latin America.

"Once he sent me on a wild goose chase looking for a mining railway in Zacatecas, Mexico," recalls John A. L. Walker of Perris, Calif. "He had photographed, from a moving train, a small tank engine on a spur at a station that he thought was Felipe Pescador. At the tail end of a trip from Yucatan I bounced out to Felipe Pescador, only to learn from the National Railways of Mexico agent there that the mining road was in Fresmillo, which I had left two hours earlier, with no time to go back. A year later I went to Fresmillo, but by that time the little railway had been shut down for two years.

"Gary does most of his photography with a 4x5-inch press camera. You can imagine what it takes to stumble around in some steaming railroad yard or ride a *segunda* (second-class coach) with that monstrous klunker and a batch of film-holders. I can't convince him of the advantages of a smaller, more compact camera—like my own, for example, a nice, tidy, fold-up Super Ikonta C, 2¼x3¼."

Another fan with whom our subject has enjoyed many hours of picture-taking is Frank Inman, a diesel mechanic of Glendale, Calif. (Gary himself lives in Glendale at 215½ East Palmer Avenue, 91205.) According to Frank, he is thoughtful of other people, doesn't lose his temper and is "very much a down-to-earth person."

Still another railfan pal is Harvey H. Hansen, a Southern Pacific fireman. They met first in Oxnard, Calif., one sizzling hot July day in 1960 when the Ventura County Railroad ran a fantrip pulled by 2-6-0 No. 2.

"I had just moved from Chicago," Harvey states, "and he acted as a guide to railroads of the West. We toured Colorado, chasing and riding steam and we played around an old abandoned silver mine at Leadville. Gary found some rocks that glittered with traces of gold, which excited him. I had a hard time getting him out of there in time to see an oncoming Colorado & Southern 2-8-0, No. 641.

"We spent a day around the Kennecott Copper rail operation near Salt Lake. A security guard followed us into a local post office and asked us too many questions. Later, I learned that he had thought we were spies from another copper company. I remember, too, when we worked about an hour bending and pulling up weeds so Gary could get an uncluttered photo. My friend has traveled hundreds of miles, often lost sleep, and hiked considerable distances to spots where a lone steam loco or a streetcar might still be operating. Both of us are unhappy because these relics of America's past are almost completely gone."

Gary must have been born a railfan. His earliest memories are of watching the yellow and brown narrow-gage streetcars of the Los Angeles Railway that passed near his home.

"But my biggest love," he says, "was the Santa Fe's steam engines. When one of them rolled by my grandparents' house in L.A., laboring up the grade, she rattled the chinaware and Grandpa cursed, while I'd take off for the street corner to watch in ecstasy. One day during World War II, a troop train stalled on the hill right in front of me, much to my delight. The engineer backed away down the line and, after loud whistling, made a run for it. Again the train chugged to a stop right across the street from my vantage point. Finally, on the fourth try, it crawled by under a blanket of black smoke. What a glorious show for a six-year-old boy!"

But 1953 saw the end of Santa Fe steam in southern California. On warm summer evenings Gary and a buddy would sit on the grass to watch the de luxe *California Limited* roll by with a 4-8-4 of class 2900 or 3700, usually on the point ahead of diesels. Sometimes two steamers doubleheaded the train.

"Such sights and sounds built up an emotion in me and I felt the need to express myself," Gary enthuses. "I found that outlet when my aunt, Mrs. Betty Fulks, suggested that I try pho-

**April 8, 1961: Gary Allen was at hand on last day of red cars' operation, Long Beach, Calif.**
Photograph by Harvey H. Hansen

**Gary Allen (far right) takes a break for a group photo while working as extra-brakeman on a Sierra Railroad movie train, Nov. 1967.**

topgraphy and helped me to buy a Brownie box camera in 1951. Early next morning I clicked its shutter for the first time at a W-line streetcar picking up passengers. From then on, I pursued trolleys and steam locos. To improve my skill I read books on picture-taking."

For a while in 1947 his family lived on the beach north of Ventura, hard by the Southern Pacific's coast line, and the growing lad was thrilled to watch the bright orange, red, and black cars and 4-8-4's of the *Daylight* rush by.

"One exciting day while watching a northbound passenger train," he recalls, "I happened to glance up the line and see the smoke plume of a fast-moving southbound train on the same track! I held my breath until they came to a stop, facing each other only a few feet apart! Somebody had overlooked a meet."

Gary remembers also the time a high-school classmate brought him a stack of back issues of *Railroad Magazine*. He says, "It was love at first sight. Of special interest to me was Steve Maguire's transit section." That made him a lifetime friend of *Railroad*. He likes *Trains*, too, but prefers *Railroad*'s less technical and more personal approach.

A few days after graduating from high school in June, 1955, he went firing on the SP's Los Angeles and Yuma divisions. He made a student trip on the last cab-ahead Mallet, class 4200, to run through from L.A. to Indio, Calif., below sea level, 133 miles east in the desert.

"Both the dispatcher and road foreman of engines assured me that steam engines were just about finished in that area and I needn't worry about learning to fire one," Gary says, "but I talked them into calling me if one should run. The very next morning I was in luck and thus made my first student trip on a steamer. As we climbed Beaumont Hill, engine crews on passing westbound diesel freights leaned out of their cab windows to indicate by unmistakable sign language that we were stupid to pick a steamer. We had been on duty twelve hours before we rolled into hot Indio."

In February, 1956, he qualified as an inside hostler, with the privilege of handling 4400 ex-*Daylight* 4-8-4's. The first steamer he ever ran was SP 4444, and that job was self-learned. Gary was supposed to be able to handle all locos, but hadn't been given the opportunity to learn on steam. The roundhouse foreman just told him to climb into 4444's cab and move her when she was through being serviced. Well, he did, but missed the water spout twice. Those engines were the last steamers scheduled out of L.A.

During the seasonal rush in early summer of 1956, a few 1700-class steam switchers worked the Indio yards and nearby packing plants. The fast-turning extra board was the best place for a young man in engine service to make money, but Gary bid in on the afternoon hostling job at Indio for the specific purpose of running steam. Although fellow firemen thought he was nuts to stay in the desert for low pay he didn't care. He was having fun.

Toward the end of July, the SP began to place steam power in storage. One afternoon San Diego & Arizona Eastern engine No. 105 came in off a local run. After servicing its steamer and turning her on the wye to face west, Gary put her in the enginehouse and killed her fire, thus being the last person ever to run that locomotive. After that, no more steam was used thereabouts. Gary worked a total of three years on the Espee, was laid off several months and finally quit.

But in the fall of 1967 he worked as a brakeman for a few days on a movie on the Sierra Railroad while Universal Pictures was filming "A Man Called Gannon" in the hills above Standard, Calif. They used 4-6-0 No. 3 (Rogers, 1891) and Santa Fe cattle cars.

Jack M. Fesco, one of the Espee engineers for whom Gary fired, whetted his appetite for taking pictures, especially steam. After Jack retired he became assistant director at Travel Town, the L.A. transportation museum, and was No. 73 in our *Interesting Railfans* series.

"My favorite railroad is the Sierra," Gary tells me. "I often drive over to it when steam is running. After using a 35 mm slide camera and an 8 mm, I acquired a 4x5 Speed Graphic, which has ridden about 1,000 miles with me in steam cabs. My photos have appeared in a few books and periodicals."

In 1964 Gary's first book, *Nevada Northern: Sagebrush Short Line*, was put out by Trans Anglo Books and I reviewed it in *Railroad Magazine*. Meanwhile, in 1959, out of sheer nostalgia he bought a former Pacific Electric trolley, No. 538, for $75 from Warner Bros. Studios in Burbank. As a kid he had often gazed at the car through an old wooden fence as it stood on the movie lot surrounded by assorted props. Later, he sold it to the Orange Empire Trolley Museum at Perris for display.

"I like to travel in North and South America," he muses, "to see and photograph different ways of life, in addition to rail subjects. While in Chile I rode old PCC trolleys which I had ridden as a boy in Los Angeles."

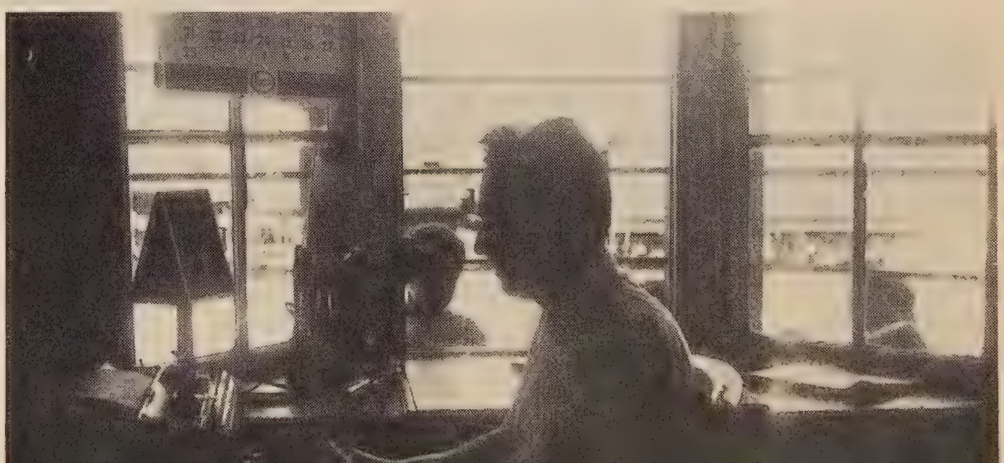
Gary is of medium height and lightly built. He weighs 145, is a careless dresser, and not at all interested in current fads nor even modern ideas on nuutrition. "The doctor says I should cut out so much sweets and junk food," he tells me, "but I don't seem to have the will-power to do so." However, he does not drink or smoke.

He is a contributing sponsor of the Pacific Locomotive Association, based in San Francisco, and has a fair-sized library of rail and history books as well as back issues of *Railroad* and *Trains*.

"At age nearly 35 I am still single and live alone," he tells me, "waiting for the right girl. She would have to be willing to travel (what girl isn't?) and at least tolerate my railroad interest. I don't read much except when researching on such subjects such as railroads and Western ghost towns. I sincerely miss steam. When it went, a part of me went with it. Trolleys are okay and I take an occasional diesel picture. At your suggestion, I've tried human-interest shots. I like them." ●

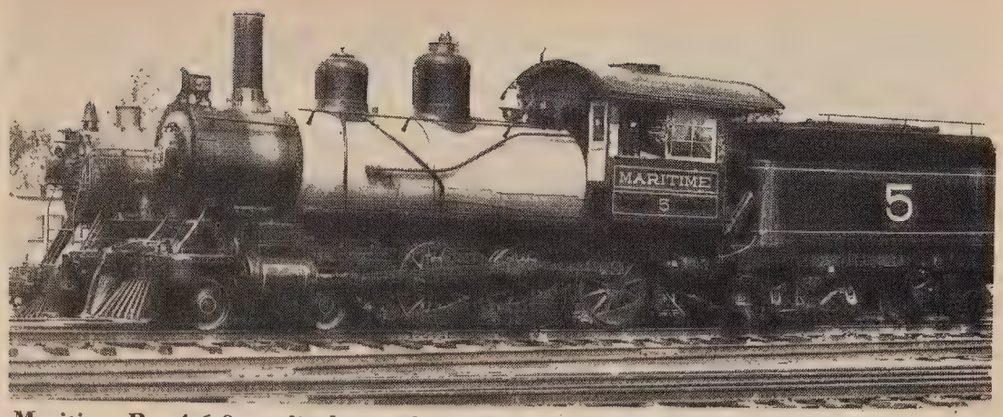
Photograph by Gary G. Allen

**Kids peek into telegraph bay at Rancho, Guatemala, while a 2-8-2 sits outside.**



# IN SEARCH OF STEAM

MIKE EAGLESON




**Maritime Ry. 4-6-0 on display at the Canadian Railway Museum in Delson, Quebec.**
Percy Booth, 47 Farmcrest Drive, Agincourt, Ont. 755, Canada

NORFOLK & WESTERN trains 3 and 4, *The Pocahontas*, made their final runs sadly but in style on May 1st. High Iron's famed 2-8-4 No. 759 (relettered N&W), was on the business end between Roanoke and Norfolk, Va., and then deadheaded back to Roanoke the following day with some of the *Pocahontas* consist. Getting the Berkshire down to Roanoke was even more fun. She left Hagerstown, Md., by N&W on April 24th, pulling a freight train. The grades proved too much for her; half the train had to be cut off at Luray, Va., before she could go on to Roanoke.

The sight and sound of super-power steam pulling merchandise past you at 20 miles per hour on the grades was a great experience, not to be missed. High Iron's president, Ross Rowland, did some fine throttle work keeping the tonnage rolling as long as he did before stalling at Luray. N&W's last class A 2-6-6-4, No. 1218, has been fully restored and was proudly on hand at Roanoke station to greet the *Pocahontas's* farewell run. Who can tell me about future plans for her?

Answering a request about a Boston & Maine 4-6-2 which dove into the Piscataqua River at Portsmouth, N.H.: the Pacific, No. 3666, class P2b, sank with her tender and one coach in the fall of 1940 when the railroad trestle collapsed. George M. Bryne Co., Inc., of Boston, had the contract for removing the loco, which was blocking the river channel to shipping. They did the job in 1966 by moving engine and tender to outside the channel. She is still on the river bottom, in bad shape, too far gone for preservation, laments John Corns, 1614 Ambler St., S.W., North Canton, Ohio 44709.

Steamtown Foundation at Bellows Falls, Vt., has acquired an 0-4-4-0T compound steam loco as a gift from the French National Railways: No. 104, a meter-gage true articulate type, built in 1906 to the designs of Anatole Mallet, famous French engineer. She will remain stored in France until shipment arrangements are made.

John W. Church, Durham Hotel, Durham, N.C. 27701, wants to buy a Chesapeake & Ohio 2-8-4 Kanawah to use in excursion service. Any seller?

Everett Railroad at Everett, Pa., is no more. That historic tourist road has folded up after losing more than $100,000 in the past five years with its ex-Morehead & North Fork 2-6-2 No. 11. The steamer and several pieces of equipment have been sold to the Williams Grove & Park Speedway in Pennsylvania, reports John Kunis, 707 Virginia Ave., Cumberland, Md. 21502.

A 35-ton industrial Brownhoist steam crane-loco can be bought from Terry Bodine, P.O. Box 109, West Chicago, Illinois 60185. Built in 1945, she is in good condition with new flues.

In 1916, Lima built two 0-8-0's for Minnesota Transfer Ry. that were operated from the left side of the cab, due to the peculiar shape of MT yards. When a fireman was promoted to engineer, he moved over to the left side of the cab!

We learn from Robert G. Harding, a locomotive engineer of 508 Ferndale Ave., Youngstown, Ohio 44511, that: "In 1916-'18 the New York Central had three locomotives that could be run from either side in pusher-puller service between Ashtabula Harbor, Carson Yard, and Dorset Jct., Ohio (Youngstown branch). These 2-8-8-0 articulated Mallet compounds could be run from either side, with full operating equipment on both sides but only one intercepting valve.

"They had two shafts from one side to the other for throttle and reverse and, if I remember correctly, power reverse Baker valve gear and 48-inch drivers. They were numbered 5897-98-99. I fired these engines quite a lot. And when one finished his tour of duty he was ready for bed."

A report from the 610 Historical Foundation, 3805 Hulen St., Fort Worth, Texas 76107, indicates progress in rebuilding their Texas & Pacific 2-10-4. The engine cab and the doghouse on the tender were done over with Philippine mahogany. Old jacketing and lagging have been removed and all brass checked and repacked. A state boiler inspector will soon issue insurance on the boiler. Work still to go includes minor repairs to the fire brick, new flues, plumbing, relagging, and new jacketing. All this has been arranged for, but much financial aid is needed before she can run as North America's only operating 2-10-4 type, says Paul W. Ziesmer, public relations man for The 610 Foundation.

U.S. Plywood engine No. 11 at the College of Forestry in Washington State will soon be given away. Presently located along Rainier Vista behind Bloedel Hall, she is one of the area's last operable steamers. Puget Sound Railway Historical Association in Snoqualmie, Wash., may get her.

Canada's Roberval & Saguenay's 2-8-0 No. 17 has been sold to an undisclosed steam fan, reports Robert O'Connor, 24 Glengarry Dr., St. John, N.B., Canada. He is trying to buy Southern Iron & Equipment Company's 0-6-0 No. 2278 (the boiler front and sand dome says No. 4). Built by Baldwin in 1911 with serial No. 36768, she now stands in a roundhouse in Atlanta, Ga.

Alan Peglar announces that his *Flying Scotsman* loco will not return home in the foreseeable future. British Rail has failed to lift the ban on steam. Unless and until it does, he wishes to keep her in North America and even talks about exhibiting her at Expo '76 in Philadelphia. This year's tour is said to be Toronto (where the engine is now stored) to Atlanta, then on to Wisconsin Falls, then over the Burlington Northern to Seattle and down to Oakland, through Red River Canyon, and over the ferry to San Francisco for British Week, October 1-9th. ●

**Mike Eagleson does not work in our office. To save time, send steam mail directly to his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.**

# INFORMATION BOOTH

**ASK BARBARA:** Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

**1** ***What kind, and how many, trolleys run in New Orleans?***

There are 35 cars on the New Orleans roster, all in the 900 class, built by Perley A. Thomas Car Co., of High Point, N.C. These are double-truck, double-ended arch roof cars. Built in 1923-24, they were nearly the same as the 800 class cars produced a year earlier by Brill & by Thomas. A number of changes were made when they were rebuilt in 1963-64, but the canvas shades and varnished hardwood seats were kept. In 1969, 9,582,719 persons rode the system. Segregated seating was eliminated in 1958.

**2** ***How many railroad hospitals are there in America and where are they located?***

Twenty, according to the Assn. of American Railroads' Medical Section, as follows:

**Missouri Pacific Hospital Assn., Little Rock, Ark.**
**St. Louis Southwestern Hospital, Texarkana, Ark.**
**Hospital Assn. of Southern Pacific, Tucson, Ariz.**
**Santa Fe Lines Hospital, Los Angeles, Calif.**
**Southern Pacific—Harkness Memorial Hospital, San Francisco, Calif.**
**Illinois Central Hospital, Chicago, Ill.**
**Wabash Employees Hospital, Decatur, Ill.**
**MKT Employees Hospital Association, Parsons, Kan.**
**AT&SF Hospital Association, Topeka, Kan.**
**Missouri Pacific Hospital Association, St. Louis, Mo.**
**Northern Pacific Beneficial Association (4), St. Paul, Minn.; St. Louis, Mo.; Glendive, Mont.; Missoula, Mont.**
**AT&SF Hospital Association, Albuquerque, N.M.**
**AT&SF Hospital Association, Denison, Texas.**
**Texas and Pacific Employees Hospital Association, Marshall, Texas.**
**Missouri Pacific Lines Employees Hospital, Palestine, Texas.**
**GC&SF Employees Hospital, Temple, Texas.**
**C&O Hospital, Clifton Forge, Va.**

**3** ***What is the longest covered railway bridge in the U.S.?***

According to Edgar T. Mead Jr., author of *Through Covered Bridges to Concord,* it is the one near Monroe, Wash., about 450 feet long. Another long one is bridge 176 at Chandler's, N.H., between Claremont and Newport. This still-standing covered railway bridge is 228 feet long. Chief reason why these structures were covered was not to protect passengers or trains but to protect the wooden bridge itself from snow.

Photograph by Gary G. Allen

**One of the 900 class Thomas-built streetcars of the New Orleans system sits aglow late at night in August, 1969.**

**4** ***I note from a statement in your April issue that Railroad Magazine was suspended for about ten years, beginning in Jan. 1919. Why?***

A newsprint paper shortage brought about by World War I caused the suspension. Although the fighting had ended Nov. 11, 1918, the shortage persisted well into 1919. Later, apparently nobody thought of reviving the magazine until "Boomer Bill" Hayes did so in 1929.

**5** ***How was water in track pans, such as used by New York Central and Pennsy, kept from freezing in winter?***

Steam pipes heated it. Many track pan locations, such as the New York Central facility at Clinton Point, N.Y., had water treatment plants and standpipes for non-scooping tenders.

**6** ***Did the Pennsy 6-4-4-6 at the 1939 New York World's Fair operate electrically or under steam?***

Answers Roger Arcara: "All the information I can turn up, plus recollections of railfans who saw it, indicate that the loco operated under steam, all day long, at 60 mph. equivalent speed. The idea for doing this originated at the 1904 Louisiana Exhibition in St. Louis. The PRR erected its original test plant there and many engines were tested on it, in view of the public, as a striking exhibit. Locos operated on rollers, under steam, with dynamometers measuring tractive effort, drawbar pull, etc. When the fair closed, the test plant was moved to Pennsy's Altoona Shops, where it became famous as the Altoona test plant.

"The S-1 6-4-4-6 loco was built at Altoona in 1939, and, under sponsorship of the Eastern Railway Presidents' Conference, it was exhibited on a roller bed (*not* intended for testing, however) as the 1939-40 version of the 1904 exhibit. It was one of the largest outdoor exhibits at the World's Fair."

**7** ***What is the purpose of radiator shutters on diesel-electric units?***

To vary the area through which cooling air passes to or from radiators used to cool water from the engine cylinder jackets or to cool lubricating oil. Radiator shutters are mechanically connected to operate in unison.

**8** ***How do Pressure-Flow cars work in unloading?***

Using compressed air, the commodity carried is pressurized in the car and then allowed to "flow" out through an unloading line as if it were a liquid. This is true whether the lading is being transferred to a truck or to the top of a 100-foot silo. The cars carry cement and other dry bulks such as cornstarch, clay, magnesite, alumina, and adipic acid. They are built by Union Tank Car Co.

**9** ***Where can I find an old dialect poem entitled "Jusa Walka da Track!"?***

Right here. Its author is unknown. Its strong, fast rhythm has reminded many of a fast varnish and the clickety-clack sound it makes on the tracks.

**Brudda Sylves hesa one stronga man,**
**Run a da steam shov' to beata da ban';**
**Tonee on da section, hesa feel a so proud,**
**Trows out hisa chest and a talka so loud;**
**But I lika da job of my couz', Jima Jack,**
**He don' make mucha talk, justa walka da track!**

**Walka da track and a watch all da way,**
**Ten mile and back hesa go every day;**
**Keep da eye peel and walka along,**
**Giv' da once over for anything wrong;**
**Ain't no cinch job hesa got, dat's da fact,**
**Takes da good man to walka da track!**

**Watcha da rail and a watcha da tie,**
**Wava da han' when da train rolla by,**
**Fixa da switch and fixa da light,**
**Just a walk and a watch from da morning till night.**
**Hesa one gooda man, my couz' Jima Jack,**
**He isn't say much, justa walka da track!**

**Walka da track every day in da year,**
**Walk when he's cloudy and walk when he's clear,**
**Walk in da rain and a walk in da snow,**
**One hundred above or twenty below,**
**Makes him no never min', he's just shoulder da pack,**
**And get on da job and walka da track!**

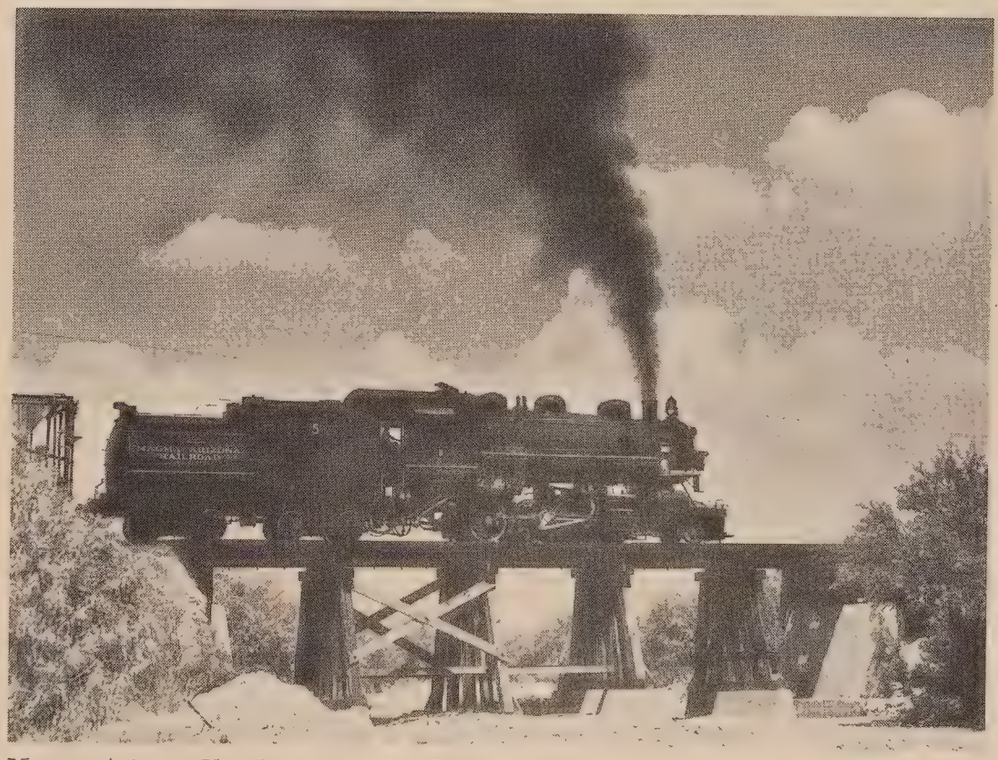
## Running Extra

Info. on Chicago, Burlington & Quincy's 0-5B 4-8-4's comes from Richard Cole, 100 Prospect St., Cambridge, Mass. 02139, who says the 0-5A class was built at the West Burlington shops in 1938 and 1940, Nos. 5621-5635. They had 74-inch Box-pok drivers and Worthington type SA feedwater heaters. The 0-5B class, Richard tells us, was created when some 0-5A engines were changed from coal to oil firing. Otherwise they remained the same. Specifications are as follows: 28x 30" cylinders, 250 psi boiler pressure, 106.5 sq. ft. grate area, 67,500 lbs. tractive effort, 281,410 lbs. on drivers, 476,050 lbs. total engine weight, 27 tons and 18,000 gallons tender capacity.

Richard adds that Union Pacific's "Big Boys" last saw service in the fall of 1958, not 1962 as one reader stated. However, most of the engines were held in storage until 1962, when they were disposed of.

Additions to our brief history of the Western & Atlantic (June dept.) are supplied by Col. James G. Bogle, 1749 Dyson Dr. N.E., Atlanta, Ga. 30307: "The W&A is still owned by the state. The Battle of Chickamauga in 1863 was *not* fought along its tracks but some nine miles to the west and due south of Chattanooga. The Atlanta campaign of 1864 was fought along the rails of the W&A from Dalton all the way to Atlanta."

Regarding preserved 2-10-4 Canadian Pacific locomotives, Mike Eagleson mentioned in the May dept. that one was on display in western Canada.



**Magma Arizona No. 5 on Aug. 27, 1968, the last week of her operation on road.**
Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif. 94611

**Milwaukee Road E76 awaits orders at Avery, Idaho, before making another trip to St. Paul Pass on June 25, 1970.**
Donald C. Dietrich, 9508 15th Ave. N.E., Seattle, Wash. 98115

He probably meant No. 5934. She is located in Calgary, Alta., and can be seen from CP's *Canadian*. Near her, if you lift an old telephone receiver and drop in a coin, you can hear a recording of a 2-10-4 whistling in the hills. This locomotive is facing west towards the mountains it was built to conquer. —Rev. Alvin E. Buhler, Box 383, Stettler, Alta., Canada.

A reader wanted to know why Canadian Pacific timetables changed the stations Fort William and Port Arthur to Thunder Bay and Thunder Bay North. Reason was that last year those two cities on Lake Superior were merged to form Thunder Bay.

Someone else asked if there were ever any non-Baptist rail chapel cars. Before and after 1920, the Paulist Fathers operated two rail chapels in North Carolina and Tennessee. You can probably get details from the Paulist Fathers Generalate, 18 East 76th St., New York, N.Y. 10021. Also, between 1910 and 1920, the Extension Society operated two Catholic rail chapel cars in Minnesota and the Dakotas. You might get details from the Catholic Church Extension Society, 1307 South Wabash Ave., Chicago, Ill.

I want history, pix, info., on the old Owego-Ithaca RR., built in 1828, later taken over by the DL&W; also info. on the Unadilla Valley and Ulster & Delaware.—Leland Yetter, RD 2, Box 89, Berkshire, N.Y. 13736.

Which model diesels pull L&N's coal trains through western Kentucky? Fletcher McChesney, Rural Rte. 4, Hopkinsville, Ky. 42240.

Who built NYC & Hudson River 4-4-0 engines 79, 116, and 166?—Wm. R. Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

Some time ago a Michigan reader asked for details on a head-on collision between two Wabash engines at Bement, Ill. Now, Herbert B. Lowe of Decatur, Ill., says the collision occurred between two Wabash passenger trains at the depot in Bement on Nov. 19, 1904.

"Apparently, the engineer of the eastbound train failed to await the westbound and headed onto the single track to Detroit," he writes. "At that time the westbound approached, resulting in the collision. Jack Edwards, engineer of the westbound train (which seems to have had the right-of-way), said he was going approximately 50 miles an hour at the time of the wreck. Ironically enough, his wife was a passenger on the eastbound train but escaped injury. I have a newspaper picture of the two engines but since the front ends of both were pretty well smashed I cannot tell the wheel arrangement. They were probably 4-6-0's, though."

I am looking for information on Charles D. Dulin, who wrote many poems for *Railway Magazine*. Does anyone know the words to one of his poems which starts:

**It was 3:37 when I opened the gate**
**For Danny O'Toole and his manifest freight.**
**The hogger is Irish by habit and birth**
**And hasn't a chance to inherit the earth.**

—L.T. Gotchy, Box 363, Hesperia, Calif. 92345. (*Ed. note*: Charles Dulin still corresponds with us occasionally. (He lives in Kansas City, Kansas, but we don't know his street address.)

Is anything being done to preserve Denver & Rio Grande outside frame "mudhen" Mikado No. 464? I believe she is stored outside at Durango, Colo. —Robert Koditek, 136 Beechwood Ave., Bogota, N.J. 07603.

I am doing research about the invention and development of the refrigerated railroad car. I am particularly interested in the "Tiffany Summer and Winter" car made for Swift & Co. My great-grandfather, Joel Tiffany, obtained a patent in 1877 for it; I have been told that this was the nation's first successful refrigerator car. Any info. on it will be appreciated.—David R. Tiffany, 89 N. Howell's Pt. Rd., Bellport, N.Y. 11713. (*Ed. note*: Although it didn't mention the Tiffany car, Watson B. Berry had a good article in Feb. '38 issue of *Railroad Magazine* entitled "The First Refrigerator Car.")

One of my ancestors, a brakeman, died in a wreck caused by cattle on the track near Elgin, Ill., around April 24, 1852. What was the name of the railroad at that time and which one is it today?—Michael Lowe, 4361 Wheeler, Box 24, Houston, Texas 77004.

The Pennsy had a train called *The Iron City Express* which ran between Akron, Ohio, and Pittsburgh, Pa. In Feb. '35 there was a fatal wreck killing 37 when it plunged down a steep enbankment upon approaching the depot in Pittsburgh. What was the number of the K4s engine pulling the train? —Harold Blaney, 15843 Vale St., RD 1, East Liverpool, Ohio 43920.

In Russia there are women who are conductors, engineers and even tracklayers. Do any women in the U.S. work on trains today, other than selling tickets?—Denise Ferrari, 274 Emerson Ave., Bronx, N.Y. 10465.

# HOBBY CLUB

**conducted by Sy Reich**

**Alco PA No. 18 is at the head end of Delaware & Hudson's southbound *Laurentian* soon to pull into Albany, N.Y. Photo was taken on a late summer's day in 1970.** G. Daniels, 4402 Bingham, Dearborn, Mich. 48126

ONE of the sponsors of the Strasburg Rail Road, a conductor for the line ever since its first passenger run in 1959 under the present management, plans to set up a similar tourist road in New Hampshire.

Don Hallock says he has "come to terms" with the Boston & Maine to buy its 12-mile Wolfesboro branch, Sanbornsville to Lake Winnepesaukee. If the Strasburg expertise is applied to the new line we are sure it will succeed, reports Lu Cummings.

Mrs. Marian E. Smith has been appointed supervisor of the Baltimore & Ohio Transportation Museum in Baltimore, said to house the world's largest collection of historic rail equipment. Mrs. Smith, who replaces Larry Sagle (one of our *Interesting Railfans*), has been on the museum's staff since 1964, with responsibility for the sale of historical and modern rr. items.

Every April brings in a few joke-page supplements to various railfan newsletters. One that came into our office from Rm. 1, Union Station, N.W. 6th Ave., Portland, Ore. 97209, was called the *Trainmasher*—on other months *Trainmaster*. Here are a few obscure "facts" from it:

"(1) The last railroad spike in Wahkiakum County, Wash., was pulled on June 28, 1969, by a gill-netter, Lars Aagaard, for use as a fishing sinker. (2) Oriville D. Fischanaeller holds the world's record for firing. He was fired by the Coos Bay, Roseburg & Eastern Railroad & Navigation eight times in 1921. (3) The most unusual rail shipment ever handled by the Oswego, Dallas & Roseburg was a flat car of petrified mongoose gizzards consigned to Cornelius S. Osgood. (4) Most unusual railroad construction in the state of Oregon was the 47 percent grade of the incline of the Christmas Valley Central RR. Civil engineer Kenneth McFastone won the 'Engineering Fete of the Year 1916' for his design of this incline in totally flat country."

We look forward to more such items next April Fool's Day.

Empire State Railway Museum is now offering a 1971 set of railroad poster reproductions sent over the course of several months. Five different ones cost $4; first two are Erie Railway (1888), and Baltimore & Ohio (1880). The 1970 set, consisting of poster reproductions of the O&W, NKP, Ulster & Delaware, LV, and PRR, is still available. Write the museum at Box 459, Wall St. Station, New York, N.Y. 10005.

An unfortunate accident that may lead to a happy ending is related by John Hickman in *Hoosier Rail News*, monthly of the Indianapolis chapter, NRHS. It concerns ex-Chicago, Aurora & Elgin car 318, built by Jewett in 1914 and one of a last series of six arch-windowed wooden cars ever known. About to be scrapped in 1961, Indiana Railway Museum bought it, but then lack of maintenance took its toll, and IRS decided to trade it for an interurban from the Wisconsin Electric Railway Historical Society. And so the car was sent via Penn Central. Everything seemed fine until the following telegram was received:

FORMER CAE 318 (MUSEUM CAR) EXTENSIVELY DAMAGED AVON INDIANA ON FEB 28 1971. WIRE AUTHORTY TO CUT UP AT SCENE. CAR DAMAGED TO THE EXTENT THAT IT IS CONSIDERED DESTROYED.

Fortunately, the IRS didn't grant PC permission to scrap the car. It wasn't damaged as badly as had been thought and the car was sent to the Iowa Terminal RR for rebuilding. Hopefully, it will be restored to its former glory, if PC doesn't wreck it again en route to Wisconsin. Perhaps some WERHS member will tell us how car 318 is progressing.

Canadian Pacific has initiated a "Collector's Sales Program" under the supervision of Omer S. Lavallee, veteran CP employee, rail historian, and one of our *Interesting Railfans* (Dec. '66). He will coordinate the acquisition and sale of railroadiana from all over the CP system. A sales catalogue, soon available, can be had by writing Omer at Room 294, Windsor Station, Montreal 101, Quebec, Canada.

Everyone has heard of ship cruises; now, rail cruises, too, may become popular. One company, Rail Tours International, owns a streamlined Pullman sleeping car formerly used on Kansas City Southern's *Southern Belle*. Named the "Red Cloud," this car has been newly outfitted with a lounge and showers, and can hold 18 passengers. This summer it will go into service on routes in Mexico. For details, write RTI, Box 1054, Torrance, Calif. 90505.

A new NARP chapter, the Colorado Association of Railroad Passengers, has recently been formed. Dues are $3 a year; the group has occassional meetings and a newsletter. To join, contact Dr. Jerome G. Alpiner, 6962 S. Jackson Way, Littleton, Colo. 80122.

Those who like railroad-connected items such as fabrics, toys, jewelry, wall plaques, and painting and parchment reproductions can find them at the Brakeman's Lantern, P.O. Box 314, Rte. 202 and Street Road, Lahaska, Pa. 18931. For catalogue and mail list registration, send $1 (refundable on the first order).

Caption corrections to our photo-story on the Valley RR. (pages 48-49, June issue) come from a trustee of the Empire State Ry. Museum who says the Valley Railroad owns virtually no equipment. No. 103, as well as the Brill gas car, is owned by the Emipre State group and operates on the Valley RR. Other equipment mentioned also is owned by various individuals and leased to VRR. Our caption data came from two Valley RR. members who were misinformed.

# TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

**Jersey Central No. 2002, a DR-6-4-20 "double-ender." CNJ owned six of these.**
Jim Edmonston collection

THIS column is well supported by our friends in Canada; but now it's even more international as Victor Teach, Apartado 4048, Monterrey, N.L., Mexico, invites diesel fans to visit his great country and see what Nacionales de Mexico has to offer, which is plenty.

For instance, fifteen FPA-2's; twelve FA-2's; Alco switchers in models S-2, S-3, and S-6; and road-switchers in RS-1, RS-3, RS-11, RS-13, RSD-5, RSD-12, RSD-39, C-424, and C-628. Also EMD units such as G-12, G-16, GA-6, GP-7, GP-9, GP-18, GP-35, GP-40, SD-40, SDP-40, F-2, F-7, F-9, FP-9. Also General Electric units UD-18-B and 70-tonner; Baldwin AS-616, and one DR 12-8 1500/2 "Centipede."

Besides these U.S. models, the Mexican system has five unique locomotives built completely at the San Luis Potosi shops and classified SLP-1, SLP-2, SLP-3, SLP-5, and SLP-6. Grand total: 819 units from five builders. Baldwin Centipede No. 6405, the world's only active loco of this type, is in itself worth a trip to Mexico.

Victor says the average diesel life-span in Mexico is a mere 7.8 years, due to adverse conditions. This makes No. 6405, which is 22 years old, all the more remarkable. Two sister Centipedes, 6401 and 6402, evidently are still stored, probably for parts. Write Victor for information on where these locos operate. He is a traveling correspondent for *Ferronales*, NdeM's magazine.

Another Mexican line, the Sonora-Baja-California, has three FA's that came from NdeM as well as the last two EMD FT's in existence.

Our Alco RS-1 feature evoked a huge mail. Elliott Kahn, 58 Verbena St., Clearwater Beach, Fla. 33515, points out that although no new RS-1's were sent to Canada, plenty are there now on the Devco Railway, formerly the Sydney & Louisburg. These are RS-1's off the Minneapolis & St. Louis and the Wisconsin Central (Soo Line). The Atlanta & St. Andrews Bay still has six of its original thirteen RS-1's; these are unique, having been rebuilt with chopped noses. The Alabama, Tennessee & Northern had eleven RS-1's, now all gone. (The AT&N itself has become part of the Frisco.) At last report, Tennessee Railroad of Oneida, Tenn., had a 100 percent RS-1 roster, its power having come from three different roads. A steam tourist line, the New Hope & Ivyland of New Hope, Pa., has bought Washington Terminal RS-1 No. 57 as protect power for its ex-Canadian National 4-6-0 No. 1533. Bill Heim, NH&I's public relations man, says that No. 57 is used on weeknight freights and in switching. Steam is hauling passengers again this season.

Donald Robinson, Box 70, Greenfield, Mass., who is fireman-trainmaster on the Green Mountain Railroad, tells of a snowy trip with ex-Rutland RS-1 No. 405 between Bellows Falls and Rutland, Vt., last March 21st. After stalling and finally rocking free, 405 lost her air as packed snow forced open the cocks on the main reservoir, which necessitated more digging before the exhausted crew could head for home. Don, who will be next month's *Interesting Railfan*, says the Vermont Railway also uses ex-Rutland RS-1's between Bennington and Burlington, Vt.

The Chattahoochee Industrial Railroad still has all RS-1's, reports John Parker, 1439 Alpine Drive, Aiken, S.C. The Santa Fe has one RS-1, the 2394, stored at Los Angeles (Hobart); another, 2396, at San Bernardino, and three more, 2395-7-9, at Chicago. Long Island Rail Road still operates eight RS-1's in commuter service. Allan Howard, 47 Prince St., Pawtucket, R.I., says at least three ex-New Haven RS-1's operate on Penn Central in the Providence area.

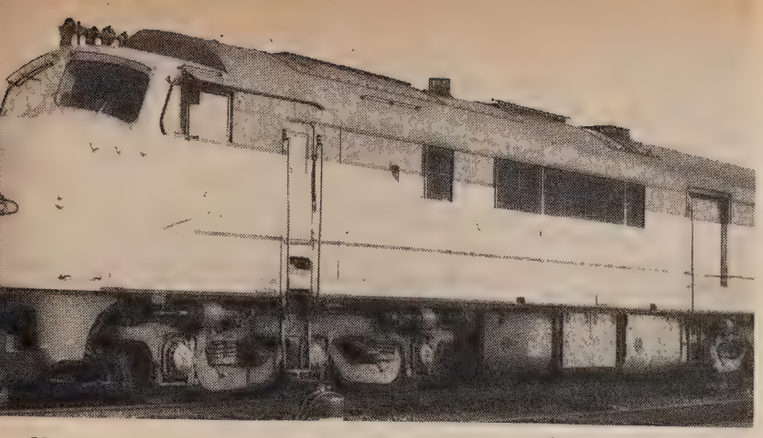
*Corrections*: I learn from well-informed Richard E. Kithcart, 18 Horton Ave., Hawthorne, N.J., that the photo of New York, Susquehanna & Western No. 232, RS-1, that I used in May was not taken in Hackensack but on the river track in Butler, N.J. Now listen to Darrell G. Sherrod, P.O. Box 561, Kokomo, Ind.: the Alco HH 1000 on Mount Hood Railway is not ex-Union Pacific, as I said in April, but was bought by Mount Hood from the Newburgh & South Shore (its No. 1002) before UP took over Mount Hood in 1968. The loco then became UP 1251.

Three sharp-eyed fellows caught the error on Canadian Pacific's passenger-equipped Trainmasters. I had said the last four, 8917-8920, had the wide short hoods; but the correct numbers are 8900-8904, the first four. Also, Doug Lawson, 18 Melville St., Dundas, Ont., Canada, reports that CN's FPA-4 6767 and FPB-4 6867 are still running and, if wrecked, are evidently repaired now.

Jim Edmonston collection

**Pennsylvania Railroad No. 5823, "The Monster," a DR 12-8-1500/2 Centipede built by Baldwin. She is shown brand new in 1948 on Pennsy track in Altoona.**

Canadian Pacific's new M-640



**Chicago & North Western No. 5000-A was the only DR-6-2-10 ever built. It had a powered truck and baggage compartment.**
Jim Edmonston collection

**Seaboard No. 2700 was a DR-6-4-1500, the last Baldwin unit offered. It lasted until '64, on Florida passenger runs.**
Ken Ardinger photo

(MLW-Worthington has done away with the old Alco C-series) No. 4744 has been "de-bugged" and is probably in fast freight service between Montreal, Toronto, Windsor, and Calgary. The big loco, which is longer than the C-636, features a prominent flaring radiator assembly at the rear. This closely resembles the large bulges on the new GE units, known as "Flying Nun" radiators. Canadian National is getting new M-636's; its order for forty (2300-2339) will soon be completed.

A confusing situation is the Delaware & Hudson's PA problem. Fact: D&H is using all four PA's. Unknown: Will D&H survive Amtrak? Sad Prediction: If D&H loses its passenger trains, PA's will be on the block. The Erie Lackawanna proved that PA's are not suitable in freight service, except for emergency use. This column was made up before the PA's fate were known.

This month we feature the oddest set of road passenger diesels ever built, the Baldwin "custom" designs. The Baldwin Locomotive Works, always diversified, would build anything to any specifications. In the period 1945-'48, competing in the passenger market, Baldwin built six different styles of cab units, all distinctive. The first two units were built as demonstrators, model DR-6-4-20, with two VO engines producing 2000 hp. They were long, bulldog-nosed units on six-wheel trucks, featuring ornamental housings over the radiator shutters. NdeM bought them and numbered them 6000 and 6001.

In 1946-48, the model DR-6-4-20 got the new 608NA engines, rated at 2000 hp. One was built for NdeM as its 6002 and looked exactly like its two older units. Jersey Central took six units, but in a vastly different style, with two "babyface" cabs, one at each end! CNJ 2000-2005 were used on the Wharton & Northern Division on the Coast. I saw them at Asbury Park in 1955 when they shared the limelight with Jersey Central FM H-20-44's and Pennsy K-4 4-6-2's. The Gulf, Mobile & Ohio's two units, 280-281, were single-cab versions of this model. Pennsy's DR-6-4-20's were still another design, being Sharknoses, the first locomotives to carry this design and the only A1A-A1A Sharks ever built.

When Chicago & North Western ordered a DR-6-4-20 in 1948 it wanted only one engine and one powered truck; the second half of the unit was to be a baggage car. Thus was born the DR-6-2-10, of which North Western 5000-A is the only example. The engine used in this weird loco was a 606SC.

Pete Marchetti photo

**Pennsy 5786, a DR 6-4-20, demoted to freight service, in Baltimore, Md., 1957.**

Probably the most famous of all Baldwin cab units were the mighty Centipedes. These were model DR-12-8 1500-2 monsters, with a 2-D/D-2 wheel arrangement on an articulated frame, carrying 608SC prime movers rated at 3000 hp. Three roads owned them: Pennsy 5811-5834, Seaboard Air Line 4500-4513, and NdeM 6400-6413. Demonstrator No. 6000 was scrapped without sale.

Pennsy's mighty Centipedes started as passenger power, then were downgraded to freight service, finally working out of Altoona as helpers around Horseshoe Curve. Three Centipedes remain on NdeM; but only one, the 6405, is still operating.

The last Baldwin model offered was the DR-6-4-15, a 1500-hp unit powered by the 608SC engine. This resembled the single-cab GM&O unit but rode on cast, instead of fabricated, trucks. Roster: New York Central 3200-3203; SAL 2700-2702. NYC had B units 3210 and 3211. SAL's units lasted until 1964, their final service being on Tampa-Venice (Fla.) local passenger runs.

According to Henry Dickinson, Jr., vice president of Historic Red Clay Valley, Inc., which operates the Wilmington & Western of Greenbank, Del., his road has bought ex-Pennsy gas-electric No. 4662 from the Baltimore Trolley Museum. The car is being converted to diesel and will use two Cummins engines, turning over two generators, which run the traction motors. It will go into operation this fall, running between Hockessin and Mt. Cuba as a backup for the 2-6-0, besides operating full-time next winter.

News from Jeff Neal, 2423 Park Ave., North Riverside, Ill., says UP is retiring its gas turbines; only five are left in Cheyenne. It is rumored that their engines are being used to rebuild UP's U-50's.

Send diesel news to my home, 792 Farnham Ct., Cincinnati, Ohio, 45240.

STEVE MAGUIRE'S

# TRANSIT TOPICS

President Nixon has proposed a revenue-sharing plan whereby money allocated to highways, airports, and mass transit in 23 different transportation aid programs could be put into one big pot, then spent by states and cities according to local wishes. It's a wonderful plan, but there is little chance that the highway lobby will ever let it slip through Congress. The reason is simple: most of the money is now designated solely for highway projects.

A year and a half ago Mr. Nixon asked Congress for money to help communities "make public transit truly attractive and convenient." Congress responded—but not as generously as we hoped. Evidence was that an outlay of $10 billion in four years was needed to redeem the nation's mass transit system. Congress allowed $3.1 billion over five years, most of it in commitments rather than hard cash. Now the Dept. of Transportation says that of the $600 million it is authorized to commit in fiscal 1971, it is prepared to commit only $400 million—and actually to lay out hardly more than half of that. Comments the *New York Times*:

**Every month of delay intensifies the very need the President spoke of. Service decays, risks increase and costs rise. Those who have no alternative pay and endure; those who have cars take to the highways, which, still assured of $4.5 billion a year from an indefensible Government trust fund, continue to scar the countryside and ruin the cities.**

Even money may not be enough, however. An excellent article in the latest issue of *Headlights*, monthly magazine of the Electric Railroaders' Association, 145 Greenwich St., New York, N.Y. 10006, details the effect of labor on the indisputable deterioration in New York City subway service:

**Perhaps the most important reason for the collapse of the service has been the loss of experienced personnel through retirements. A liberalized pension plan was won by the Transport Workers' Union in early 1968. The plan, similar to that enjoyed by the city's police, fire, and sanitation services, except that transit employees must be at least 50 years of age to qualify, provides for retirement after 20 years of service, with a pension rate equivalent to half of the employee's total wages, including overtime, earned in his final year.**

**A coup by the union, it was devastating to the Transit Authority. Out of a total labor force of 38,353 persons, 5,687 retired from July 1, 1968 to December 31, 1969. The following year another 2,209 retired to further thin the ranks of experienced workers. And over 25 percent of all these retirees held supervisory positions. It is estimated by the TA's Personnel Department that another 1,200 will retire between January and July of 1971. Before 1968 there were from 200 to 400 retirements a year. As a result, 40 percent of the TA's hourly employees now have less than two years of service and 55 percent of its supervisory personnel have less than two years in their present classification.**

**The problem is accentuated by workers accumulating fantastic amounts of overtime in their final year. A recent story by the *New York Daily News* on this practice disclosed earnings of $20,000 to $25,000 for some during 1970 and subsequent retirements of several at regular pay levels or better. (Base pay for a motorman is about $10,000.)**

**The car maintenance section of the Cars and Shops department was especially hard hit. In the two years from July 1, 1968 to June 30, 1970, there was a total turnover of 68.8 percent. The loss of experienced maintenance workers in such numbers and their replacement with inexperienced help has further hurt car maintenance and the TA has publicly admitted this personnel turnover was adversely affecting operations. New workers often fail to note certain defects that experienced workers would detect. In addition, the general rundown in employee discipline means that newer employees are less motivated and less receptive to the insignificant amount of training they receive. Consultant studies made under the TA's auspices were highly critical of the training, supervision, and organization practices in the Cars and Shops Department. These studies were never released.**

We might add that car maintenance facilities and personnel have actually been cut back since 1960. Ridership decreased 6.3 percent in 1970, the lowest in 40 years. On top of this, another fare rise is expected soon.

PENNSYLVANIANS were subjected to simultaneous strikes against the transit lines of their two biggest cities in April, when both Philadelphia and Pittsburgh trolley and bus systems rolled to a halt, caused by strikes of transportation operators.

Neither strike lasted long and the one against Philadelphia's Southeastern Pennsylvania Transportation Authority was a run-of-the-mill affair involving wage demands. It was settled after 10 days with a raise of 75 cents an hour over a two-year period.

But the strike by the Pittsburgh employees of the Port Authority of Allegheny County (PAT) was rather different, we learn from Jim Cerny of that city. In order to avoid the usual strike against PAT (in serious financial trouble already with a $14-million yearly deficit), union and management agreed to submit to arbitration. The decision of the arbitration board, binding on both union and management, gave employees a 55-cent hourly raise over a two-year period, retroactive to last December.

But when the news came out, many drivers protested. An illegal walkout ensued despite efforts by union officials to have the men stay at work. A few employes took their buses and trolleys out, but were soon halted by striking fellow employees, with the result that for the next three days, the illegal

**This ex-Third Avenue Ry. System trolley first went to Vienna, Austria, before winding up at Branford Trolley Museum. Car is painted in original TARS colors.**
Photograph by Stephen D. Maguire

**First section of new 63rd Street Long Island Rail Road and subway tunnel that will connect Manhattan and Queens is guided into New York City harbor. 16,000-ton tunnel, tall as a 37-story building, was towed all the way from Norfolk, Va.**

strike against PAT tied up the Steel City. Nothing ran except the Duquesne Incline, which is operated by PAT but leased to a separate group.

One of the major disputes in the new pact was a reduction of "turn-in" time. It had been 10 minutes a day, but was reduced to two minutes.

Previously, a driver was given this time to finish paperwork and turn in his fare money. However, since PAT instituted an "exact fare" policy for all buses and street cars, it contends this time is no longer needed. The arbitration ruling agreed on the reduction.

PAT bus drivers and trolley operators earned an average of $10,700 each during the year 1970, according to the *Pittsburgh Post-Gazette*. Salaries were higher for men with the most seniority, some 25 earned over $15,500, with one getting more than $18,500.

WITH construction of the trolley subway under Market Street in San Francisco and the Bay Area Rapid Transit underground line, residents are thinking about surface transport along the busy street that would be in line with ecological considerations.

Two readers, Charles Tidwell and Ted Wurm, both from the San Francisco area, inform us of one unusual plan appearing in the *Chronicle*:

**"Sometimes it's a good idea to build on the past to meet the challenges of the future," Gerald Fox, spokesman for the year-old conservation group, told a press conference at the Ecology Center on Montgomery street.**

**A surface transit system will be required because the distances between subway stations will be too inconvenient for shoppers, convention delegates, tourists and ferry commuters. So far, Muni plans to run diesel buses up and down the modernized Market.**

**"This could be, and should be the most beautiful street in America," Fox said. "It would be a joy to ride along it on an outside seat of a clean quiet streetcar. You can't enjoy a city from a subway or a noisy, polluting bus."**

**The streetcars, of the vintage of 1910, would have enormous appeal to both San Franciscans and tourists, Fox believes, because the cars, built like the California cable cars, were in their day highly popular.**

**"We've talked with the Muni people and found only a singular lack of imagination," he said. "They've no idea what they'll put on the surface."**

**The present Municipal Railway streetcar lines will run on one of the subway levels under Market street, and the thoroughfare itself will undergo a $30 million beautification.**

A similar plan was proposed for downtown Philadelphia a couple of years ago, with hopes that old-type trolleys could be used in time for the 1976 Exposition. We have heard no word of it lately, however, probably because the difficulty of obtaining older trolleys caused it to be dropped.

**First double-decked MU cars that are also air-conditioned (predating Chicago cars by almost a year), run on New South Wales Govt. Railways in Australia.**
A.W. Perry, 41 Carlingford Rd., Carlingford, NSW 2118, Australia

**Does anyone know where this photo was taken? Roncesvalles-Dundas is on PCC.**

Actually, it is possible to get old Brill standard-gage trolleys from the lines now nearing abandonment in Oporto, Portugal. This large system still runs many single and double-trucked closed cars with old-style deck roofs. One of these was brought over two years ago and runs at the Shade Gap Electric Ry. museum line in Orbisonia, Pa. If there are to be any restorations, *now* is the time to make the plans. In a few years all of the old-style cars left around the world will be either abandoned or replaced.

In other MUNI news, we learn that the Dept. of Transportation announced a supplemental grant to the system of $19.3 million for modernization of its bus, trolley, and commuter rail fleet. Money will be used to help buy 400 buses, 78 railway cars, 50 small buses, and 210 electric trolley buses.

FRANCE will build the world's first commercial air-cushion railroad as one of several measures designed to relieve highway traffic congestion, writes John L. Hess in the *New York Times*. The route of the aerotrain will connect Paris with its largest airport. In time, if successful, other such lines may be built from Paris as far as Orléans or Marseilles.

**France has spent years of research on an air-cushion train, and a full-scale model powered by an aircraft jet engine has been riding an elevated concrete bar beside the railroad north of Orleans, at speeds up to 150 mph.**

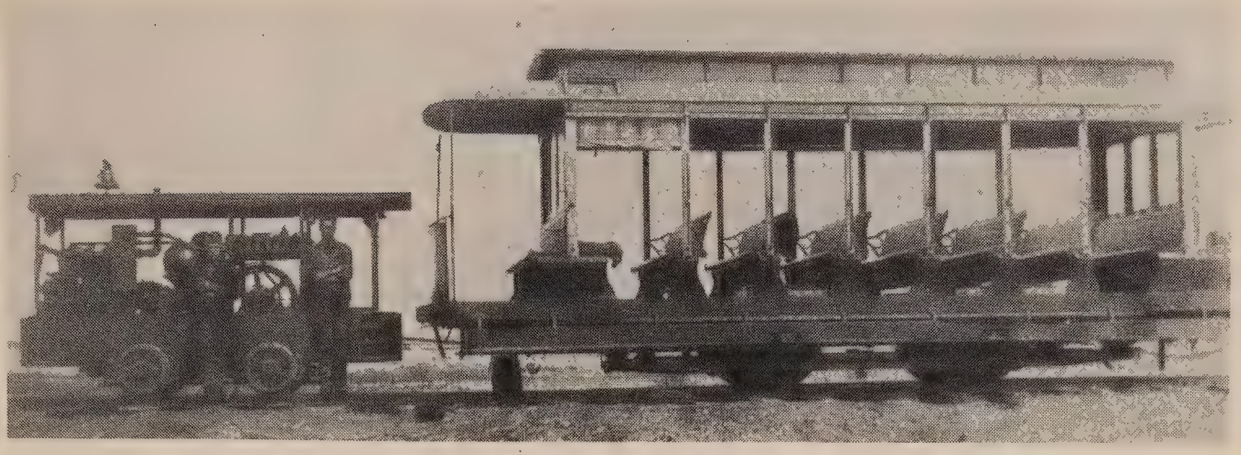
**Noise has been an objection to its use in urban areas, although advocates say that quieter motors can be developed. A virtually noiseless electric motor system is being studied. It has also been suggested that a commuter railroad be extended from Paris to Orly—only a couple of miles of underground track would have to be laid—and that the aerotrain be reserved for a high-speed loop linking Orly with Paris-Nord, a new airport.**

IN CHICAGO, a psychiatric examination was ordered for a man who allegedly robbed a 12-year-old boy on a Chicago Transit Authority train and at knifepoint forced him to commit a "deviate" act. Police said 30 fellow passengers watched but did not go to the youth's aid. The man was charged with deviate sexual assault, armed robbery, and aggravated battery. He was arrested by three policemen who looked in from another car. Patrolman Harold McMillan said some of the passengers turned their heads, while others simply watched. The specific sexual act was not mentioned.

Photo C.G.A., courtesy of France Actuelle

**A new innovation on the Paris, France, Metro: an automatic fare system that is also data-processed to cover the entire public underground transport network. Installation below is in the busy Etoile station, underneath the Arc de Triomphe.**

Collection of H. Gerald MacDonald, 124 E. Wisteria Rd., Wildwood Crest, N.J. 08260



**Open car was used at Cape May, N.J., to take sailors at Sewell's Point into town on Cape May, Delaware Bay & Sewell's Point RR. What kind of engine is in front of car?**

ELECTRIC freight operations of Wisconsin Electric Power Co. at its Lakeside power plant in St. Francis, Wis., were discontinued in September, 1969, when the plant converted from coal to oil and natural gas. Fortunately, the track and locomotives were not prematurely scrapped. There was not enough natural gas available and trucking of oil proved to be very expensive as well as bothersome to St. Francis residents. So, late last year, electric operation was resumed and it was found possible to bring oil to the plant by rail with a single electric locomotive hauling a string of tank cars from the interchange to the plant.

About three moves are made in the morning and three in the afternoon. Three locomotives, one crane, one line car and a container car are being retained for the service. This news comes from *The Wisconsin Electric Lines*, official publication of the Wisconsin Electric Railway Historical Society, Inc., c/o Joseph R. Hazinski, 1210 S. Washington Ave., Cedarburg, Wis., 53012.

We also learn that the East Troy Village Board of Trustees has unanimously approved, in principle, the use of and location of a WERHS trolley museum on the city's property with a site for its location in the town's industrial park. East Troy operates a 7-mile electric freight line from the city to a rail interchange at Mukwonango, Wis., using former Milwaukee Electric interurban right-of-way on what was once its route to Burlington.

WERHS already has an extensive collection of trolleys and interurbans, primarily ex-Milwaukee city cars and North Shore interurbans. All will be moved to the new site, where tracks must be laid so that operation can begin by 1972. Donations and volunteer labor are needed; those interested should contact Mr. Hazinski at the above address.

NEW subway for congested Sao Paulo, Brazil, is now underway, writes John R. Mason of Sao Paulo. Loans from foreign interests totaling $110 million have permitted the first right-of-way work on the line on the north side of the city. The last 170 streetcars of the CMTC surface lines which were abandoned in 1968 are being cut up, including 75 cars that were purchased from the Third Avenue Railway of New York City. Two cars are being saved for local museums.

The once-sizeable streetcar system in the tropical coffee port of Santos, Brazil, was abandoned on February 28, 1971, Mr. Mason also reports. This company at one time operated some unique pieces of equipment such as *articulated* open cars!

ILLINOIS CENTRAL, in its monthly "Hello!" letter to riders, says response to the decision to ban smoking aboard the new cars has been quite favorable. While most riders agreed with IC's assessment of the housekeeping problems smoking creates, asthmatics and others with bronchial ailments were unanimous in their relief at learning of the new policy. Only one smoker wrote a negative letter.

In a parallel matter, ICC examiner Hyman J. Blond has issued a proposed report recommending that the ICC order interstate bus operators to display the following sign in their buses: "Please Do Not Smoke in Buses—Some people cannot tolerate tobacco smoke." Blond's report stems from a petition filed by consumer advocate Ralph Nader.

In connection with the dedication of the new double-deckers on May 17, the IC will distribute free copies of its special issue of "Hello!" devoted solely to the new cars for a large self-addressed envelope with an 8¢ stamp attached. Send it to "Hello!", Illinois Central Railroad, Room 301-A, 135 East Eleventh Place, Chicago, Illinois 60605. Offer is good as long as the supply lasts.

C. D. PALMER, ex-Pittsburgh Railways president and one of those opposing the Skybus on Pittsburgh's Port Authority Transit (PAT), was unceremoniously dropped from the board at a private meeting in March, reports Jim Cerny. Palmer was the only member of the board with long-time experience in transit. His replacement is Sister Jane Scully, the Carlow College president, described by pro-Skybus board members as being allied with young people and being deeply involved in the civic growth of the community.

Minority commissioner William R. Hunt is reported by the Pittsburgh *Press* as calling Commissioners Leonard C. Staisey and Thomas J. Foerster "lackeys" of the "special interests" backing the Skybus rapid transit plan.

Hunt also charged that board member Frederick Close is currently president of Columbia Land Co., which has "a vital interest in developing land around the proposed rapid transit station downtown."

GENERAL ELECTRIC is entering the transit car building field. A new rapid transit and commuter car assembly facility is being built at its electrical testing plant in Erie, Pa. The new 350,000-square-foot building is scheduled for completion late this summer and car assembly operations should begin by fall.

RED ARROW Division of SEPTA, operating trolleys between 69th Street in Upper Darby and Media and Sharon Hill, Pa., apparently lost one car, according to A.J. Franck, Box 312, Media, Pa. 19063. Damage to car 16 was so bad from a fire that it probably will not be rebuilt. The fire started when a two-car train became disabled late in February near Garrett Road in Drexel Hill. Car 16, following, pulled up and tried to push the stalled train. Somehow, possibly by an electrical overload, the wire behind the disabled train burned or broke, falling on top of No. 16. Before the power could be shut off to allow firemen to put water on the flames, most of the interior of car 16 was burned.

**To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.**

Santa Fe diesel No. 50 streaks across Sibley Bridge spanning the Missouri River. Loco is pulling the *Chicagoan*.
Santa Fe Railway photograph

# Atchison, Topeka & Santa Fe Railway

*Locomotive Roster Compiled by Sy Reich*

| RR Class | Road Numbers | HP | Builder | Bldr's Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 1A, 1B | 1800 | EMC-St. L | E1A | B-B | 37,600 | 258,400 | 1935 | 1 |
| 1 | 1 | 1800 | EMC-St. L | E1A | 1B-B | ? | ? | 1935 | 1 |
| 1 | 1, 1A | 1800 | EMC-St. L | E1A | 1B-B1 | 55,100 | 305,700 | 1935 | 1 |
| 2 | 2A (1st) | 1800 | GM-EMC | E1A | A1A-A1A | 48,987 | 290,850 | 1937 | 2 |
| 2 | 2B | 1800 | GM-EMC | E1B | A1A-A1A | 47,800 | 283,700 | 1937 | 2 |
| 2 | 2 (1st) | 1800 | GM-EMC | E1A | A1A-A1A | 48,987 | 290,850 | 1937 | 2 |
| 2 | 2A (2nd) | 1800 | GM-EMC | E1B | A1A-A1A | 47,800 | 287,700 | 1937 | 2 |
| 2 | 3-9 (1st) | 1800 | GM-EMC | E1A | A1A-A1A | 50,250 | 293,400 | 1938 | 3 |
| 2 | 3A, 4A (1st) | 1800 | GM-EMC | E1B | A1A-A1A | 50,900 | 290,100 | 1938 | 3 |
| 1 | 10 | 1800 | EMC-St. L | E1A | B-B | 37,600 | 258,400 | 1935 | 1 |
| ? | 2, 4-5 (2nd) | 2000 | GM-EMD | E8A | A1A-A1A | 54,130 | 324,750 | 1952-3 | 2, 3 |
| ? | 4A | 2000 | GM-EMD | E8B | A1A-A1A | 54,815 | 328,840 | 1953 | 3 |
| 11 | 11L | 2000 | GM-EMC | E3A | A1A-A1A | 51,650 | 306,900 | 1939 | 4 |
| 11 | 11A | 2000 | GM-EMC | E3B | A1A-A1A | 51,100 | 303,900 | 1939 | 4 |
| 11 | 12L-14L | 2000 | GM-EMD | E6A | A1A-A1A | 53,925 | 316,700 | 1940 | 4, 5 |
| 11 | 15L | 2000 | GM-EMD | E6A | A1A-A1A | 52,650 | 313,300 | 1941 | 4 |
| 11 | 12A | 2000 | GM-EMD | E6B | A1A-A1A | 52,775 | 309,500 | 1940 | 4 |
| 11 | 13A, 15A | 2000 | GM-EMD | E6B | A1A-A1A | 51,600 | 305,400 | 1941 | 4, 5 |
| 16 | 16L, C-21L, C | 1500 | GM-EMD | F3A | B-B | 61,875 | 247,500 | 1946 | 54 |
| 16 | 22L, C-29L, C | 1500 | GM-EMD | F3A | B-B | 61,150 | 244,600 | 1948 | 54, 56 |
| 16 | 30L, C-36L, C | 1500 | GM-EMD | F3A | B-B | 61,150 | 244,600 | 1948-9 | 54, 56 |
| 37 | 37L, C-41L, C | 1500 | GM-EMD | F7A | B-B | 61,250 | 245,000 | 1949 | 54, 56, 57 |
| 37 | 42L, C-44L, C | 1500 | GM-EMD | F7A | B-B | 61,250 | 245,000 | 1952 | 56, 57 |
| 37 | 45L, C-47L, C | 1500 | GM-EMD | F7A | B-B | 61,250 | 245,000 | 1952 | 54 |

## How to Read the List

(1) Take No. 100. Only a single unit was numbered 100; it had that number from construction until scrapping.

(2) Take No. 177. Two units had this number. The first one was built with it and was renumbered 114C (3rd). The second unit was renumbered 177 from 114C (2nd).

(3) Take 194A. Two units had this number. No unit was built with it. The first unit to carry it was renumbered 194A from 154B. First 194A was then renumbered 156B (2nd). The second 194A was renumbered 194A from 170B.

(4) Take 142C. Two units carried this number. The first unit built with it was renumbered 163A. A second unit built with number 142C was subsequently renumbered 418.

If a number does not appear in the left column, no FT unit ever carried it. For instance, even though both a 174A and a 176A were listed in the left column, there was no 175A as indicated by the lack of a listing for this number at the left.

## Santa Fe Roster Notes

Roster is based on data from manager of Public Relations from the ST&E's Vice Pres., Traffic. It is accurate as of March 1, 1970. Locomotive builders: EMC-St.L, Electro Motive Corp.-St. Louis Car Co.; GM-EMC, General Motors-Electro Motive Corp.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric

**San Bernadino local from Los Angeles is headed by GP-7 No. 2652 (built 1950) at Cucamonga, Calif., July 15, 1950.**
Photograph by George N. Bisenius

Co.; FM Fairbanks Morse; Dav-Bes, Davenport-Bessler; GE, General Electric Co.; Alco, American Locomotive Co.; Alco Pr., Alco Products; BW, Baldwin-Westinghouse; Whit., Whitcomb.

(1) 1A was rebuilt in 1938 to 1B-B wheel arrangement, renumbered 1; then rebuilt to E8A in 1953, renum. 83A. 1B was rebuilt in 1938 to 1B-B, renum. 10; then rebuilt to 1B-B1, renum. 1A (5/41); then rebuilt to B-B, renum. 2611 (8/48); then rebuilt to E8A, renum. 84A (9/53).

(2) 2A (1st) was renum. 2. Rebuilt to E8A (10/52), renum. 80L (2/53). 2B was renum 2A (2nd), then rebuilt to E8A, renum. 4 (2nd) (1/53), then renum. 81L (2/53).

(3) 3-4 (1st) were rebuilt to E8A, renum. 82L, 80A (3/53, 2/53). 5 was rebuilt to E8A (1/53), renum. 83L (2/53). 6-9 were rebuilt to E8A, renum. 84L-87L (5, 2, 5, 4/53). 3A was rebuilt to E8A, renum. 82A (4/53). 4A was rebuilt to E8A (10/52), renum. 81A (4/53).

(4) These units were traded for F45's in 1968, 11L,A, 12A, 13L,A, 14L, 15L, 51L,A, 52L,A-54L,A, 55A, 56L,A, 57A-59A, 61A-62A, 600, 2100, 2107, 2125, 2127, 2133, 2137, 2139, 2141, 2155, 2157, 2162, 3002-3003, 3007, 3009, 3011.

(5) These units were traded for new power in 1966: 12L, 15A, 51C, 60A, 65L, 72L, 201L, 210A, 245C, 267C, 429B, 601, 606, 608, 610, 2101, 2109, 2130, 2132, 2152, 2153, 2222, 2243, 2282, 2296, 2311, 2315, 2656, 3004, 3012.

(8) 32A (1st) was replaced by 32A (2nd). 32A (1st) was rebuilt to 48A (8/52).

(9) This unit is no longer on roster: 465.

(10) These units were scrapped: 50, 50A (10/4/60): 82L (8/13/59): 603, 605, 607 (1965). 816: 831, 2792A, 3015 (8/13/59); 3000, 3008 (1964).

(11) 51B was renum. 63L (5/49). 51L,A and 63L were rebuilt by GM-EMD to 1750 hp, renum. 51L,A, C, (2/55).

(12) 52B-62B were renum. 64L-69L, 74L-78L (5/49).

(13) 80L-87L were rebuilt from 2,2A (which was renum. 4 (2nd) after the rebuilding) 3, 5-9. 80A-84A were rebuilt from 4 (1st), 4A, 3A, 1A, 2611.

(14) 59L-60L, 62L, 66L were sold to Delaware & Hudson, renum. 16-19.

(15) 90L,B were cab units. 90A was a booster. 90L,A,B were traded to GE for 1614, 1613, 1615 (2/20/63, 3/1/63, 3/1/63).

(16) 99 was rebuilt from 107 (1st), which was wrecked and scrapped. 99 was renum. 2899.

(17) 100-108 (2nd) renum. 5940-5948.

(18) FT units are listed by their original road numbers only. For renumberings, see FT renumbering section of roster. 107 (1st) was wrecked (10/23/53); scrapped (3/26/54); parts were used to build 99. All FT's are now off roster. Most were traded to GM-EMD for GP20's. GP30's and GP35's.

(19) 205B,C, 241B,C (1st) were wrecked (7/55) and traded for F9's. 205L,A were renum. 241C,B (2nd) (12/55, 11/55).

(20) 250B,C-256B,C were renum. 280A,L-286A,L (1st) (8/51) then renum. 250B,C-256B,C (1953-4). 265C, 266B were renum. 287L,A (1st) (3/52) then renum. 265C, 266B (8/52, 9/52).

(21) 306L,A,B-316L,A,B (1st) were renum. 325L,A,B-335L,A,B.

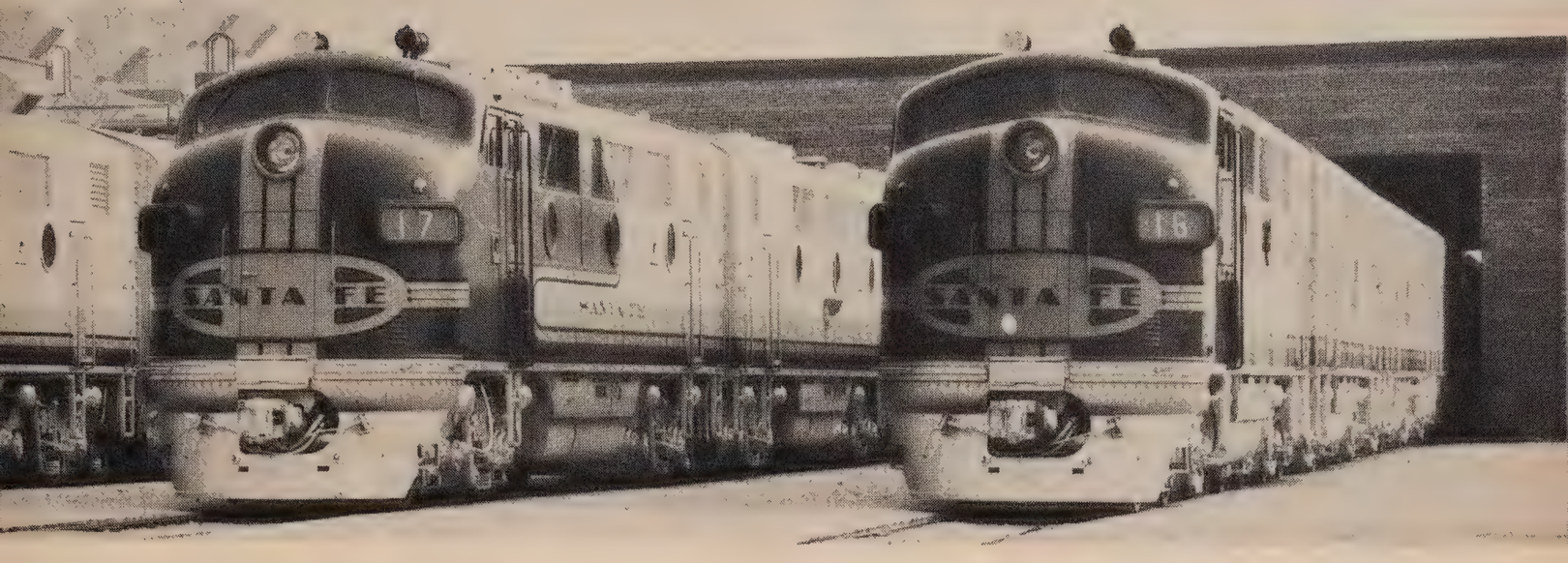
| RR Class | Road Numbers | HP | Builder | Bldr's Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 16 | 16A, B-21A, B | 1500 | GM-EMD | F3B | B-B | 61,600 | 246,400 | 1946 | 53, 54 56, 57 |
| 16 | 22A, B-29A, B | 1500 | GM-EMD | F3B | B-B | 62,000 | 248,000 | 1948 | 53, 54 |
| 16 | 30A, B-36A, B (1st) | 1500 | GM-EMD | F3B | B-B | 62,000 | 248,000 | 1948-9 | 8, 53, 54, 56, 57 |
| 16 | 32A (2nd) | 1500 | GM-EMD | F3B | B-B | 62,000 | 248,000 | 1948 | 8, 53 |
| 37 | 37A, B-41A, B | 1500 | GM-EMD | F7B | B-B | 62,750 | 251,000 | 1949 | 53, 57 |
| 37 | 42A, B-44A, B | 1500 | GM-EMD | F7B | B-B | 62,750 | 251,000 | 1952 | 54, 57 |
| 37 | 45A, B-47A, B | 1500 | GM-EMD | F7B | B-B | 62,750 | 251,000 | 1952 | 53 |
| 37 | 48A | 1500 | GM-EMD | F3B | B-B | 62,750 | 251,000 | 1948 | 8 |
| 50 | 50 | 2000 | Alco-GE | PA-1 | A1A-A1A | 55,475 | 336,100 | 1941 | 10 |
| 50 | 50A | 2000 | Alco-GE | PB-1 | A1A-A1A | 57,625 | 345,600 | 1941 | 10 |
| 51 | 51L, 51B | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1946 | 11 |
| 51 | 51A | 2000 | Alco-GE | PB-2 | A1A-A1A | 50,865 | 308,350 | 1946 | 11 |
| 51 | 51L, C | 1750 | Alco-GE | PA-2 | A1A-A1A | 53,825 | 322,460 | 1946 | 4, 5, 11 |
| 51 | 51A | 1750 | Alco-GE | PB-2 | A1A-A1A | 51,525 | 312,750 | 1946 | 4, 11 |
| 52 | 52L, B | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1946 | 4, 12, 54 |
| 52 | 53L, B-55L, B | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1947 | 4, 12, 54 |
| 52 | 56L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1947 | 4, 54 |
| 52 | 56B, 57L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1947 | 12, 54 |
| 52 | 57B, 58L, B | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1947 | 12, 54 |
| 52 | 59L, B-62L, B | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1948 | 12, 14, 57 |
| 51 | 63L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1946 | 11 |
| 52 | 64L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1946 | 12, 54 |
| 52 | 65L-68L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1947 | 5, 10, 12, 14, 54, 57 |
| 52 | 69L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1947 | 12, 54 |
| 52 | 70L-73L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1948 | 5, 10, 54, 55, 57 |
| 52 | 74L | 2000 | Alco-GE | PA-2 | A1A-A1A | 53,090 | 317,900 | 1947 | 12, 54 |
| 52 | 75L-78L | 2000 | Alco-GE | PA-2 | A1A-A1A | 52,375 | 318,400 | 1948 | 12, 58 |
| 52 | 52A | 2000 | Alco-GE | PB-2 | A1A-A1A | 50,865 | 308,350 | 1946 | 4 |
| 52 | 53A | 2000 | Alco-GE | PB-2 | A1A-A1A | 50,865 | 308,350 | 1947 | 4 |
| 52 | 54A-56A | 2000 | Alco-GE | PB-2 | A1A-A1A | 50,865 | 308,350 | 1947 | 4 |
| 52 | 57A-58A | 2000 | Alco-GE | PB-2 | A1A-A1A | 50,865 | 308,350 | 1947 | 4 |
| 52 | 59A-62A | 2000 | Alco-GE | PB-2 | A1A-A1A | 52,100 | 312,400 | 1948 | 4, 5 |
| 52 | 70A-73A | 2000 | Alco-GE | PB-2 | A1A-A1A | 50,865 | 308,350 | 1948 | 54, 55 |
| 80 | 80L-87L | 2000 | GM-EMD | E8A | A1A-A1A | 54,130 | 324,750 | 1952-3 | 10, 13, 54 |
| 80 | 80A-84A | 2000 | GM-EMD | E8B | A1A-A1A | 54,815 | 328,840 | 1952-3 | 13, 54 |
| 90 | 90L, B | 2000 | FM | ALT 100.3 | A1A-A1A | 56,025 | 327,300 | 1947 | 15 |
| 90 | 90A | 2000 | FM | ALT 100.3 | A1A-A1A | 56,575 | 329,100 | 1947 | 15 |
| 99 | 99 | 1350 | GM-EMD | GP7M | B-B | 62,400 | 249,600 | 1954 | 16 |
| 100 | 100-108 (2nd) | 3600 | GM-EMD | FP45 | C-C | 103,000 | 412,000 | 1967 | 17 |
| 100 | 100, 101 (1st); 101 (2nd); 101C (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1940-1 | 18, 30 |
| 100 | 104 (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1941 | 18 |
| 100 | 105-119 (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1942-3 | 16, 18 |
| 100 | 120-129 (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1943 | 18 |
| 100 | 130-142 (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1943-4 | 18 |
| 100 | 143-157 | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1944 | 18 |
| 100 | 158-167 | 1350 | GM-EMD | FTA | B-B | 60,500 | 242,000 | 1944-5 | 18 |
| 100 | 168-177 (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1945 | 18 |
| 100 | 178-179 (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1945 | 18 |
| 100 | 105C-119C (2nd) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1945 | 18 |
| 100 | 120C-131C (2nd) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1944 | 18 |
| 100 | 132C-133C (2nd), 134C (3rd), 135C-136C (2nd), 137C (3rd), 138C-140C (2nd), 141C (3rd), 142C (2nd), 143C (3rd), 144C-149C (2nd) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1944-5 | 18 |

Santa Fe Railway photograph

| RR Class | Road Numbers | HP | Builder | Bldr's Model | Wheel Arngt. | Effort Tract. | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 100 | 150C-151C (2nd) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1945 | 18 |
| 100 | 152C-157C (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1944 | 18 |
| 100 | 158C-167C (1st) | 1350 | GM-EMD | FTA | B-B | 60,500 | 242,000 | 1944-5 | 18 |
| 100 | 168C-177C (1st) | 1350 | GM-EMD | FTA | B-B | 58,225 | 242,000 | 1945 | 18 |
| 100 | 178C-179C | 1350 | GM-EMD | FTA | B-B | 58,225 | 232,900 | 1945 | 18 |
| 100 | 100A, B-101A, B | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1940-1 | 18, 30 |
| 100 | 100C--101C (2nd) 102A, B, C-103A, B, C | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1941 | 18, 30 |
| 100 | 104A, B, C | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1941 | 18 |
| 100 | 105A, B, C-119A, B, C (1st) | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1942-3 | 18 |
| 100 | 120A, B, C-129A, B, C (1st) | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1943 | 18 |
| 100 | 130A, B, C-137A, B, C (1st), 138A, B (1st) | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1943-4 | 18 |
| 100 | 138C (1st), 139A, B, C-142A, B, C (1st) | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1944 | 18 |
| 100 | 143A, B, C-151A, B, C (1st) | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1944 | 18 |
| 100 | 167A, B | 1350 | GM-EMD | FTB | B-B | 59,770 | 239,090 | 1945 | 18 |
| 100 | 176B, 177A, B | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1945 | 18 |
| 100 | 178A, B-179A, B | 1350 | GM-EMD | FTB | B-B | 57,550 | 230,200 | 1945 | 18 |
| 200 | 200L, C-201L, C | 1500 | GM-EMD | F3A | B-B | 62,250 | 249,000 | 1948 | 5, 9, 50, 54, 55 |
| 200 | 202L, C-211L, C | 1500 | GM-EMD | F7A | B-B | 62,250 | 249,000 | 1949 | 19, 50, 57 |
| 200 | 212L, C-216L, C | 1500 | GM-EMD | F7A | B-B | 62,250 | 249,000 | 1949 | 10, 54 |
| 200 | 217L, C-226L, C | 1500 | GM-EMD | F7A | B-B | 62,250 | 249,000 | 1949 | |
| 200 | 227L, C-241L, C | 1500 | GM-EMD | F7A | B-B | 62,250 | 249,000 | 1950 | 19, 54 |
| 200 | 242L, C-251L, C | 1500 | GM-EMD | F7A | B-B | 62,250 | 249,000 | 1951 | 5, 20, 55 |
| 200 | 252L, C-258L, C | 1500 | GM-EMD | F7A | B-B | 62,250 | 249,000 | 1951 | 20, 50, 55 |
| 200 | 259L, C-268L, C | 1500 | GM-EMD | F7A | B-B | 62,250, | 249,000 | 1951 | 5, 7, 20, 50, 54 |
| 200 | 269L, C-279L, C, 280L (2nd), 280C | 1500 | GM-EMD | F7A | B-B | 61,375 | 245,500 | 1953 | 54 |
| 281 | 281L-287L (2nd), 288L-289L, 281C-289C | 1750 | GM-EMD | F9A | B-B | 61,875 | 247,500 | 1956 | |
| 200 | 200A, B-201A, B | 1500 | GM-EMD | F3B | B-B | 62,250 | 249,000 | 1948 | |
| 200 | 202A, B-211A, B | 1500 | GM-EMD | F7B | B-B | 62,250 | 249,000 | 1949 | 5, 19, 53, 55, 56, 57 |
| 200 | 212A, B-216A, B | 1500 | GM-EMD | F7B | B-B | 62,250 | 249,000 | 1949 | 54 |
| 200 | 217A, B-226A, B | 1500 | GM-EMD | F7B | B-B | 62,250 | 249,000 | 1949 | 53 |
| 200 | 227A, B-241A, B | 1500 | GM-EMD | F7B | B-B | 62,250 | 249,000 | 1950 | 19, 56 |
| 200 | 242A, B-251A, B | 1500 | GM-EMD | F7B | B-B | 62,250 | 249,000 | 1951 | 20, 53, 54 |
| 200 | 252A, B-258A, B | 1500 | GM-EMD | F7B | B-B | 62,250 | 249,000 | 1951 | 20, 53 |
| 200 | 259A, B-268A, B | 1500 | GM-EMD | F7B | B-B | 62,250 | 249,000 | 1951 | 20 |
| 200 | 269A, B-279A, B, 280A (2nd), 280B | 1500 | GM-EMD | F7B | B-B | 61,637 | 246,550 | 1953 | 56 |
| 281 | 281A-287A (2nd), 288A-289A, 281B-289B | 1750 | GM-EMD | F9B | B-B | 61,875 | 247,500 | 1956 | 9, 53 |
| 300 | 300L-305L | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1949 | |
| 300 | 306L-312L (1st) | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1950 | 21 |
| 300 | 313L-316L (1st) | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1951 | 21 |
| 300 | 306L-309L (2nd) | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1952 | |
| 300 | 310L-314L (2nd) | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1953 | 56 |
| 325 | 325L-331L | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1950 | 21, 54 |
| 325 | 332L-335L | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1951 | 21, 54 |
| 325 | 336L-344L | 1500 | GM-EMD | F7A | B-B | 61,000 | 244,000 | 1953 | |
| 300 | 300A, B-305A, B | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1949 | 10, 53, 56, 57 |
| 300 | 306A, B-312A, B (1st) | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1950 | 21 |
| 300 | 313A, B-316A, B (1st) | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1951 | 21 |
| 300 | 306A, B-309A, B (2nd) | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1952 | 53 |

(22) 350-359 were renum. 7900-7909.
(23) 400 (3rd), 401-405 (2nd) were renum. 8000-8005.
(24) 400 (1st) was renum. 451 (1/24/50).
(25) 466 was sold to Stockton Terminal & Eastern, renum. 12 (10/61). 460, 464 were sold to Board of Public, Utilities (Kansas City, Kan.) (6/3/66 4/7/67), where they carry no numbers.
(26) 525-533 (1st) renum. 625-633.
(27) 600-601 were originally Alco demonstrators DL-600, DL-601, then ATSF 600-601 (4/55).
(28) 2301 (1st) was renum. 2150 (1st) (1937), then 650. 2151-2153 (1st) were renum. 651-653. 650-653 were rebuilt by GM-EMD in 1957 to SW900's with 900 hp, 62,000 lbs. tractive effort, 248,000 lbs. weight. 651 was sold to Union Terminal Co., renum. 8 (5/17/61); then sold to Pan American Engineering (7/27/68); then sold to Swift Agricultural Chemicals, renum. 8.
(29) 700-751 renum. 2900-2951.
(30) 100, 100A,B, 180A rebuilt by GM-EMD to 732-735.
(31) 849 was originally Alco Pr. loaner 824, then ATSF 849 (1961).
(32) 900-979 renum. 4500-4579.
(33) 1100-1174 rebuilt from FT's. 1100-1174 renum. 3100-3174.
(34) 1200-1284 rebuilt from FT's. 1200-1284 renum. 3200-3284.
(35) 1300-1460 rebuilt from FT's. 1300-1460 renum. 3300-3460.
(36) 1600-1615 rebuilt from VO 1000's, DT 6-6-2000's and ALT 100.3's. 1600-1615 renum. 6600-6615.
(37) 1700-1719 renum. 5000-5019.
(38) 1800-1889 renum. 5500-5589.
(39) 1900-1939 renum. 5900-5939.
(40) 2110 (1st) was originally Alco-GE demonstrator 1600, then ATSF 2110 (1st) (10/24/50), then renum. 2099 (1952).
(41) 2157 was originally Alco-GE ?, then ATSF 2157 (4/53).
(42) 2200 (1st) was originally Baldwin demonstrator 1, then ATSF 2200 (1st) then Baldwin 1 (10/30/40), then Boston Metals Co. 1. Scrapped
(43) 2201-2206 were traded to GE for U25B's.
(44) 2300 sold to Sinclair Refining Co. (8/25/59). then to Proler Steel, then to Pacific Steel Corp.
(45) 2385-2388 (1st) renum. 2396-2399 (5/49).
(46) 2400-2402 rebuilt by GM-EMD to 2439-2441 (1959).
(47) 350-2367 (1st) renum. 2400-2417 (1945).
(48) 2418L,A were originally GM-EMD demonstrators 2418L,A then ATSF 2418L,A (8/50).
(49) 2606 was originally BW demonstrator 2000, then ATSF 2606 (3/50). 2600 (1st) renum. 2602 (2nd); 2602 (1st) was renum. 2600 (2nd). 2600-2606 were traded to GE for U25B's.
(50) 2649-2642 were rebuilt by ATSF from 262C, 203C, 210L, 200C, 217L, 222C, 270L, 222L (1970-1).
(51) 2800-2819 (1st) renum. 3000-3019.
(52) 800-849 renum. 9800-9849.

This photo was taken at General Motors' Electro Motive Division at La Grange, Ill., when these four Santa Fe 1,500 hp. diesels were new.




| RR Class | Road Numbers | HP | Builder | Bldr's Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 300 | 310A, B-314A, B (2nd) | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1953 | 53, 56 |
| 325 | 325A, B-331A, B | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1950 | 21, 56 |
| 325 | 332A, B-335A, B | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1951 | 21 |
| 325 | 336A, B-344A, B | 1500 | GM-EMD | F7B | B-B | 62,500 | 250,000 | 1953 | |
| 350 | 350-359 | 2800 | GE | U28CG | C-C | 98,875 | 395,500 | 1966 | 22 |
| 400 | 400 (3rd), 401-405 (2nd) | 3000 | GE | U30CG | C-C | 103,000 | 412,000 | 1967 | 23 |
| 400 | 400 (1st) | 360 | Whit | 44 ton | B-B | 22,200 | 88,800 | 1941 | 24 |
| 450 | 450 | 360 | Dav-Bes | 44 ton | B-B | 22,125 | 88,500 | 1941 | 57 |
| 451 | 451 | 360 | Whit | 44 ton | B-B | 22,200 | 88,800 | 1941 | 24, 57 |
| 460 | 460 | 380 | GE | 44 ton | B-B | 22,025 | 88,100 | 1942 | 25 |
| 460 | 461 | 380 | GE | 44 ton | B-B | 22,025 | 88,100 | 1942 | 63 |
| 460 | 462 | 380 | GE | 44 ton | B-B | 22,025 | 88,100 | 1943 | 63 |
| 460 | 463-468 | 380 | GE | 44 ton | B-B | 22,025 | 88,100 | 1943-4 | 9, 25, 63 |
| 500 | 500 | 1000 | FM | ALT 100.6A | B-B | 61,775 | 247,100 | 1945 | |
| 501 | 501-502 | 1000 | FM | ALT 100.6A | B-B | 60,300 | 241,200 | 1948 | |
| 503 | 503-506 | 1200 | FM | H12-44 | B-B | 61,875 | 247,500 | 1950 | |
| 503 | 507-516 | 1200 | FM | H12-44 | B-B | 61,875 | 247,500 | 1951 | |
| 503 | 517-524, 525-530 (2nd) | 1200 | FM | H12-44 | B-B | 61,875 | 247,500 | 1952 | |
| 503 | 531-533 (2nd), 534-540 | 1200 | FM | H12-44 | B-B | 61,875 | 247,500 | 1953 | |
| 541 | 541-543 | 1200 | FM | H12-44TS | B-B | 61,600 | 246,400 | 1956 | |
| 503 | 544-558 | 1200 | FM | H12-44 | B-B | 61,150 | 244,600 | 1955-6 | |
| 503 | 559-564 | 1200 | FM | H12-44 | B-B | 61,500 | 246,000 | 1957 | |
| 525 | 525-533 (1st) | 750 | BW | DS 4-4-750 | B-B | 49,275 | 197,100 | 1949 | 26 |
| 600 | 600 | 2250 | Alco | RSD-7 | C-C | 91,500 | 366,000 | 1954 | 4, 27 |
| 600 | 601 | 2250 | Alco | RSD-7 | C-C | 91,500 | 366,000 | 1954 | 5, 27 |
| 602 | 602-606 | 2400 | Alco Pr. | RSD-7 | C-C | 99,500 | 298,000 | 1955 | 5, 10, 55 |
| 602 | 607-611 | 2400 | Alco Pr. | RSD-7 | C-C | 99,500 | 298,000 | 1955 | 5, 10, 55, 57 |
| 625 | 625-633 | 750 | BW | DS 4-4-750 | B-B | 49,275 | 297,100 | 1949 | 26, 54, 57, 58 |
| 650 | 650 | 600 | GM-EMC | SC | B-B | ? | ? | 1936 | 28 |
| 651 | 651-653 | 600 | GM-EMC | SC | B-B | 51,445 | 205,780 | 1937 | 28 |
| 700 | 700-725 | 1750 | GM-EMD | GP9 | B-B | 62,250 | 249,000 | 1956 | 29 |
| 700 | 726-731 | 1750 | GM-EMD | GP9 | B-B | 63,500 | 254,000 | 1956 | 29 |
| 700 | 732-735 | 1750 | GM-EMD | GP9 | B-B | 62,250 | 249,000 | 1957 | 29, 30 |
| 700 | 736-751 | 1750 | GM-EMD | GP9 | B-B | 62,250 | 249,000 | 1957 | 29 |
| 800 | 800-803 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1959 | 52 |
| 800 | 804-823 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1959 | 10, 52 |
| 800 | 824-843 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1960 | 10, 52 |
| 800 | 844-848 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1960 | 52 |
| 800 | 849 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1960 | 31, 52 |
| 900 | 900-929 | 2400 | GM-EMD | SD24 | C-C | 95,700 | 382,800 | 1959 | 32 |
| 900 | 930-944 | 2400 | GM-EMD | SD24 | C-C | 95,700 | 382,800 | 1959 | 32 |
| 900 | 945-979 | 2400 | GM-EMD | SD24 | C-C | 95,700 | 382,800 | 1960 | 32 |
| 1100 | 1100-1124 | 2000 | GM-EMD | GP20 | B-B | 66,250 | 265,000 | 1960 | 33 |
| 1100 | 1125-1174 | 2000 | GM-EMD | GP20 | B-B | 66,250 | 265,000 | 1961 | 33 |
| 1200 | 1200-1234 | 2250 | GM-EMD | GP30 | B-B | 65,725 | 262,900 | 1962 | 34, 57 |
| 1200 | 1235-1284 | 2250 | GM-EMD | GP30 | B-B | 65,725 | 262,900 | 1963 | 34 |
| 1300 | 1300-1349 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1964 | 35, 57 |
| 1300 | 1350-1399 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1965 | 35 |
| 1300 | 1400-1449 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1965 | 35 |
| 1300 | 1450-1460 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1965 | 35 |
| 1500 | 1500-1509 | 1000 | Alco-GE | S4 | B-B | 57,975 | 231,900 | 1951 | |
| 1500 | 1510-1519 | 1000 | Alco-GE | S4 | B-B | 57,975 | 231,900 | 1951 | 56 |
| 1500 | 1520-1525 | 1000 | Alco-GE | S4 | B-B | 57,975 | 231,900 | 1952 | |
| 1500 | 1526-1529 | 1000 | Alco-GE | S4 | B-B | 57,975 | 231,900 | 1952 | |
| 1500 | 1530-1537 | 1000 | Alco-GE | S4 | B-B | 57,975 | 231,900 | 1953 | 57, 54 |
| 1600 | 1600-1607 | 2500 | GE | U25B | B-B | 64,600 | 268,000 | 1962 | 36 |
| 1600 | 1608-1615 | 2500 | GE | U25B | B-B | 64,600 | 268,000 | 1963 | 36 |
| 1700 | 1700-1719 | 3000 | GM-EMD | SD40 | C-C | 97,875 | 391,500 | 1966 | 37 |
| 1800 | 1800-1829 | 3600 | GM-EMD | SD45 | C-C | 97,875 | 391,500 | 1966 | 38 |
| 1800 | 1830-1889 | 3600 | GM-EMD | SD45 | C-C | 97,875 | 391,500 | 1966 | 38 |
| 1900 | 1900-1939 | 3600 | GM-EMD | F45 | C-C | 98,750 | 395,000 | 1968 | 39 |
| 2099 | 2099 | 1600 | Alco-GE | RS-2 | B-B | 63,575 | 254,300 | 1950 | 40, 55 |
| 2100 | 2100 | 1600 | Alco-GE | RSD-4 | C-C | 89,560 | 358,250 | 1951 | 4, 54 |

(53) These units were converted to radio remote control units and renumbered 10-35: 41B, 300B, 32A, 26B, 34B, 209A, 312A, 39B, 40B, 46B, 20B, 31A, 347B, 250A, 253A, 289A, 306B, 307B, 310A, 313A, 206B, 217A, 225B, 226A, B.

(54). These units were traded to GM-EMD for new power: 16L (5/70); 16A (11/69); 17L (5/69); 17A (11/69); 17C, 18L (5/70); 19A (11/69); 21C (11/69); 22A (5/70); 25L (11/69); 25A (5/70); 25B (11/69); 25C (5/70); 26L (3/69); 26A (5/70); 28L (11/69); 29A, C, 30L (5/70); 30B (11/69); 32L (5/69); 33C, 35L (4/69); 36L (5/69); 39L (3/69); 41L, C (4/69); 43B (11/69); 45C (4/69); 52L-54-L (6/68); 55L (3/69); 56L (6/68); 57L-58L, 64L, 67L-69L, 71L, A, 74L-76L (3/69); 77L (2/69); 78L (3/69).

80L, 83L, 85L-87L, 80A-84A; 200L (4/69); 213L, 214A (11/69); 219L (4/69); 220L (11/69); 223C (5/69); 225L (7/70); 236L (5/69); 238C (5/70); 247A, 270C (11/69); 279C (7/70); 282L (5/69); 283L (4/69); 331L (2/70); 333L (5/65); 631 (4/70); 633 (5/70); 3266 (3/70); 3300 (2/70); 1531; 2100 (6/68); 2102, 2105 (3/69); 9106 (11/69); 2107 (6/68); 2111, 2117 (3/69); 2121 (5/69).

2123 (7/69); 2124 (5/69); 2125 (6/68); 2126 (4/69); 2127 (6/68); 9131 (5/70); 2133 (6/68); 2134 (11/69); 2136 (4/69); 2137, 2139 (6/68); 9140 (12/69); 2141 (6/68); 2142 (5/69); 9146 (5/70); 2147 (3/69); 2150, 9151 (11/69); 2155 (6/68); 2156 (3/69); 2157 (6/68); 9158 (12/69); 2159 (7/69); 2160 (5/70); 9161 (11/69); 2162 (6/68); 2210 (5/70); 2224 (4/70); 2231 (5/70); 2249 (4/70); 2257 (5/70); 2265 (11/69); 2311 (5/3/66); 2313, 2328 (11/69).

(55) These units were traded to GE for new power: 70L, A, 72A, 73L, A (3/69); 201L, 210A, 245C, 267C (9/7/68); 602, 604, 609, 2099; 2101 (9/4/66); 2103-2104, 2113-2114, 2145, 2149 (3/69); 2099; 2200, 2208 (4/69); 2214 (6/69); 2223 (9/69); 2239 (7/69); 2240 (8/69); 2250 (7/69); 2251, 2259 (8/69); 2264 (5/69); 2281 (8/69); 2290 (7/69); 2293 (8/69); 2299, 2314 (5/69); 2318 (6/69); 2320 (5/69); 2331 (6/69); 2349, 2365 (5/69); 3001, 3005-3006, 3010, 3013-3014, 3016-3019.

(56) These units are to be scrapped: 16B, 27L, 31C, 33B, 35B, 40C, 43L, 44C, 208B, 239A, 271B, 302B, 310L, 312L, B, 329A, 1516, 2322, 2366, 2384.

(57) These units were scrapped: 21A, 36B (5/3/65); 37L, B (5/12/65); 42L (5/3/65); 42B; 61L (6/68); 65L, 72L (9/14/65); 304A (5/65); 450-451, 611; 625 (4/24/70); 628 (3/31/65); 1206 (6/9/65); 1320 (5/5/66); 1530, 1532 (4/16/70); 2108 (3/31/65); 2109 (9/14/65); 2115-2116 (3/31/65); 2118 (6/3/65); 2120 (3/31/65); 2130 (7/7/65); 2132 (6/9/65); 2143 (6/3/65); 2144 (4/65); 2152 (7/2/65); 2153-2154 (3/31/65); 2209 2233, 2235-2236; 2238, 2242 (3/31/65); 2245 (4/65); (4/65); 2212, 2215-2216, 2219, 2221-2222, 2228, 2247-2248 (3/31/65); 2254 (5/10/67); 2261, 2268, 2282 (3/31/65); 2285 (4/65); 2296 (3/31/65); 2315 (9/4/65).

(58) These units were sold to Erman Howell: 629-630 (4/10/68), 2243 (5/7/66).

(59) These units have been, or will be, rebuilt to

| RR Class | Road Numbers | HP | Builder | Bldr's Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 2100 | 2101-2105 | 1600 | Alco-GE | RSD-4 | C-C | 89,560 | 358,250 | 1951 | 5, 54, 55 |
| 2100 | 2106-2109 | 1600 | Alco-GE | RSD-4 | C-C | 89,560 | 358,250 | 1951 | 4, 5, 10, 54, 57, 65 |
| 2110 | 2110 (1st) | 1600 | Alco-GE | RS-2 | B-B | 63,575 | 254,300 | 1950 | 9,40 |
| 2100 | 2110 (2nd), 2111-2119 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1952 | 6, 10, 54, 55, 57, 59, 65 |
| | 2120-2121 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 6, 10, 54, 57 |
| 2100 | 2122-2129 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 54, 59, 65 |
| 2100 | 2130-2137 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 5, 10, 57, 65, 54 |
| 2100 | 2138-2139 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 54, 65 |
| 2100 | 2140-2149, 2150 (2nd), 2151 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 10, 54, 55, 57, 65 |
| 2100 | 2152-2156 | 1600 | Alco-GE | RSD-5 | C-C | 91,160 | 364,650 | 1953 | 4, 5, 10, 54, 57 |
| 2100 | 2157 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1952 | 4, 41, 54 |
| 2100 | 2158-2162 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 54, 65 |
| 2150 | 2150 (1st) | 600 | GM-EMC | SC | B-B | ? | ? | 1936 | 28 |
| 2200 | 2200 (1st) | 660 | Baldwin | VO 660 | B-B | 53,460 | 213,840 | 1936 | 42 |
| 2260 | 2200 (2nd) | 1000 | BW | DS 4-4-1000 | B-B | 57,825 | 231,300 | 1949 | 55 |
| 2201 | 2201-2205 | 1000 | Baldwin | VO 1000 | B-B | 61,550 | 246,200 | 1939-40 | 43 |
| 2201 | 2206 | 1000 | Baldwin | VO 1000 | B-B | 61,550 | 246,200 | 1941 | 43 |
| 2207 | 2207 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1942 | |
| 2207 | 2208-2209 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 10, 55, 57 |
| 2207 | 2210 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 54 |
| 2207 | 2211-2212 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 10, 57 |
| 2207 | 2213-2216 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 10, 56, 57 |
| 2207 | 2217-2218 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | |
| 2207 | 2219-2220 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 10, 57, 60 |
| 2207 | 2221 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 10, 57 |
| 2207 | 2222-2223 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 5, 10, 55, 57 |
| 2207 | 2224-2226 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1943 | 54 |
| 2207 | 2227 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1944 | 54 |
| 2207 | 2228-2229 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1944 | 10, 57 |
| 2207 | 2230-2234 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1944 | 10, 54, 57 |
| 2207 | 2235-2241 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1944 | 10, 55, 57 |
| 2207 | 2242-2244 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1944 | 5, 10, 57, 58 |
| 2207 | 2245-2247 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1944 | 10, 57, 61 |
| 2207 | 2248-2252 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1945 | 10, 54, 55, 57 |
| 2207 | 2253-2254 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1945 | 57 |
| 2207 | 2255-2256 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1945 | |
| 2207 | 2257-2259 | 1000 | Baldwin | VO 1000 | B-B | 61,125 | 244,500 | 1945 | 54, 55 |
| 2260 | 2260-2265 | 1000 | BW | DS 4-4-1000 | B-B | 57,825 | 231,300 | 1948 | 10, 54, 55, 57, 61 |
| 2260 | 2266-2278 | 1000 | BW | DS 4-4-1000 | B-B | 57,825 | 231,300 | 1948 | 10, 57 |
| 2260 | 2279-2288 | 1000 | BW | DS 4-4-1000 | B-B | 57,825 | 231,300 | 1949 | 5, 10, 55, 57 |
| 2260 | 2289-2299 | 1000 | BW | DS 4-4-1000 | B-B | 57,825 | 231,300 | 1949 | 5, 10, 55, 57 |
| 2300 | 2300 | 600 | Alco | HH 600 | B-B | 51,530 | 206,120 | 1935 | 44 |
| 2301 | 2301 (1st) | 600 | GM-EMC | SC | B-B | ? | ? | 1936 | 28 |
| 2301 | 2301 (2nd), 2302 | 600 | Alco | HH 600 | B-B | 49,060 | 196,240 | 1937 | 64 |
| 2303 | 2303-2304 | 660 | Alco-GE | S1 | B-B | 49,750 | 199,000 | 1944 | 62 |
| 2310 | 2310 | 1000 | Alco | HH 1000 | B-B | 56,975 | 277,900 | 1939 | |
| 2310 | 2311-2315 | 1000 | Alco | HH 1000 | B-B | 56,975 | 227,900 | 1939 | 5, 54, 55, 57 |
| 2310 | 2316-2320 | 1000 | Alco | HH 1000 | B-B | 56,975 | 227,900 | 1939 | 55 |
| 2310 | 2321 | 1000 | Alco | HH 1000 | B-B | 56,975 | 227,900 | 1939 | |
| 2322 | 2322-2326 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1942 | 56 |
| 2322 | 2327-2333 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1943 | 54, 55 |
| 2322 | 2334-2342 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1943-4 | |
| 2322 | 2343 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1944 | |
| 2322 | 2344-2345 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1944 | |
| 2322 | 2346-2347 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1944 | |
| 2322 | 2348-2349, 2350-2352 (2nd) | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1945 | 55 |
| 2322 | 2353-2355 (2nd) | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1945 | |
| 2322 | 2356-2358 (2nd) | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1948 | |
| 2322 | 2359-2361 (2nd) | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1949 | |
| 2322 | 2362-2366 (2nd) | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1949 | 55, 56 |
| 2322 | 2367 (2nd) | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1949 | |
| 2322 | 2368-2372 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1949 | |
| 2322 | 2373-2377 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1949 | |
| 2322 | 2378 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1949 | |
| 2322 | 2379-2384, 2385-2388 (2nd), 2389-2391 | 1000 | Alco-GE | S2 | B-B | 57,600 | 230,400 | 1949 | 56 |
| 2350 | 2350-2352 (1st) | 900 | GM-EMC | NW | B-B | 64,335 | 257.340 | 1937 | 46, 47 |
| 2353 | 2353-2365 (1st) | 1000 | GM-EMD | NW2 | B-B | 64,075 | 256,300 | 1939 | 47 |
| 2353 | 2366-2367 (1st) | 1000 | GM-EMD | NW2 | B-B | 64,075 | 256,300 | 1943 | 47 |
| 2385 | 2385-2387 (1st) | 1000 | Alco-GE | RS-1 | B-B | 61,650 | 246,600 | 1947 | 45 |
| 2385 | 2388 (1st) | 1000 | Alco-GE | RS-1 | B-B | 61,650 | 246,600 | 1947 | 45 |
| 2394 | 2394 | 1000 | Alco-GE | RS-1 | B-B | 62,375 | 249,500 | 1950 | |
| 2394 | 2395 | 1000 | Alco-GE | RS-1 | B-B | 62,375 | 249,500 | 1949 | |
| 2394 | 2396-2398 | 1000 | Alco-GE | RS-1 | B-B | 62,375 | 249,500 | 1947 | 45 |
| 2394 | 2399 | 1000 | Alco-GE | RS-1 | B-B | 62,375 | 249,500 | 1947 | 45 |
| 2400 | 2400-2402 | 900 | GM-EMC | NW | B-B | 64,335 | 257,340 | 1937 | 46, 47 |
| 2403 | 2403-2415 | 1000 | GM-EMC | NW2 | B-B | 64,075 | 256,300 | 1939 | 47 |
| 2403 | 2416-2417 | 1000 | GM-EMD | NW2 | B-B | 64,075 | 256,300 | 1943 | 47 |
| 2418 | 2418L, A | 2400 | GM-EMD | TR4 | (B-B)x(B-B) | 122,663 | 490,650 | 1950 | |
| 2418 | 2419L, A | 2400 | GM-EMD | TR4 | (B-B)x(B-B) | 122,663 | 490,650 | 1951 | |
| 2418 | 2420-2433 | 1200 | GM-EMD | SW9 | B-B | 61,890 | 247,550 | 1953 | |
| 2418 | 2434-2438 | 1200 | GM-EMD | SW9 | B-B | 61,890 | 247,550 | 1953 | |
| 2418 | 2439-2441 | 1200 | GM-EMD | SW1200 | B-B | 62,375 | 249,500 | 1959 | 46 |
| 2600 | 2600 (1st) | 2000 | BW | DT 6-6-2000 | C-C | 94,500 | 378,000 | 1948 | 49 |
| 2600 | 2600 (2nd) | 2000 | BW | DT 6-6-2000 | C-C | 94,500 | 378,000 | 1949 | 49 |
| 2600 | 2601, 2602 (1st) 2603-2605 | 2000 | BW | DT 6-6-2000 | C-C | 94,500 | 378,000 | 1949 | 49 |
| 2600 | 2602 (2nd) | 2000 | BW | DT 6-6-2000 | C-C | 94,500 | 378,000 | 1948 | 49 |
| 2600 | 2606 | 2000 | BW | DT 6-6-2000 | C-C | 94,500 | 378,000 | 1949 | 49 |
| 2610 | 2611 | 1800 | EMC-St. L | E1A | B-B | 70,325 | 281,300 | 1935 | 1 |
| 2500 | 2649-2642 | 1500 | GM-EMD | F7A | B-B | ? | ? | 1951 | 50 |
| 2650 | 2650-2654 | 1500 | GM-EMD | GP7 | B-B | 64,525 | 258,100 | 1950 | |
| 2650 | 2655-2682 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1950-1 | 5 |
| 2650 | 2683-2697 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1951 | |
| 2650 | 2698-2722 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1952 | |
| 2650 | 2723-2747 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1952 | |
| 2650 | 2748-2772 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1952 | |
| 2650 | 2773-2787 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1952 | |
| 2650 | 2788-2792 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1953 | |
| 2650 | 2793-2799, 2800-2812 (2nd) | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1952 | |
| 2650 | 2813-2819 (2nd), 2820-2837 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1952 | |
| 2650 | 2838-2847 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1952 | |
| 2650 | 2848 | 1500 | GM-EMD | GP7 | B-B | 64,525 | 258,100 | 1953 | |
| 2650 | 2849-2863 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1953 | |
| 2650 | 2864-2878 | 1500 | GM-EMD | GP7 | B-B | 62,250 | 249,000 | 1953 | |
| 2650 | 2879-2893 | 1500 | GM-EMD | GP7 | B-B | 64,525 | 258,100 | 1953 | |

drones: 9110 (8/70), 2119, 2128.

(60) 2220 will be converted to something!

(61) The following units were sold to El Paso Iron & Metal: 2246, 2263 (9/67) and were scrapped.

(62) 2304 was sold to Dupont Co. (9/17/70).

(63) 461 was sold to Etiwanda Steel Co., and renumbered 461, 462 was sold to E.I. Dupont Co. 463 was sold to American Grain Corp. 467-468 were retired from revenue service. 467 is working at Somerville; 468 at the tie-treating plant.

(64) 2301 was sold to Palo Duro Grain Co. 2302 was sold to American Grain Co.

(65) 2106, 2110, 2112, 2122, 2129, 2131, 2135, 2138, 2140, 2146, 2148, 2151, 2161 were renumbered 9106, 9110, 9112, 9122, 9129, 9131, 9135, 9138, 9140, 9146, 9148, 9151, 9158, 9161.

## FT Diesel Renumberings

Following are all the numbers ever occupied by an FT diesel on the Santa Fe and subsequent and prior numbers of these diesels.

100, not renumbered; 101, (1st) to 100C (1st); 102, (1st) ex-100C (1st); 103, (1st) ex-101C (1st); 104-106, not renumbered; 107, (1st), scrapped and rebuilt to 99; (2nd) ex-428; 108-117, not renumbered; 118, (1st) to 413C; (2nd) ex-417; 119-123, not renumbered.

124, (1st) to 123C (3rd); (2nd) ex-123C (2nd); 125, not renumbered; 126 (1st) to 141C (4th); (2nd) ex-125C (2nd); 127-131, not renumbered; 132, (1st) to 135C (3rd); (2nd) ex-406; 133-136, not renumbered; 137 (1st) to 144C (3rd); (2nd) ex-404; 138, (1st) to 402 (1st); (2nd) ex-137C (5th); 139 (1st) to 146C (3rd).

140, (1st) to 134C (4th); (2nd) ex-107C (2nd); 141-176, not renumbered; 177, (1st) to 114C (3rd); (2nd) ex-114C (2nd); 178, (1st) to 174C (2nd); (2nd) ex-174C (1st); 179, not renumbered; 180, ex-117C (2nd); 181, ex-116C (2nd); 182, ex-115C (2nd); 183, ex-105C (2nd); 184, ex-173C; 185, ex-179C; 186, ex-165C; 187, ex-166C; 188, ex-167C; 189, ex-158C.

190, ex-123C (3rd); 191, ex-130C (2nd); 192, ex-151C (2nd); 193, ex-153C; 194, ex-154C; 195, ex-155C; 196, ex-156C, to 197C; 197, ex-157C (1st); 198, ex-136C (2nd); 199, ex-128C (2nd).

100A-109A, not renumbered; 110A, (1st), to 430A; (2nd) ex-107B; 111A-117A, not renumbered; 118A, (1st) to 114B (2nd); (2nd) ex-171B; 119A-121A, not renumbered; 122A, (1st), to 429A; (2nd) ex-193B; 123A-130A, not renumbered; 131A to 106B (2nd). 132A-136A, not renumbered; 137A to 147B (2nd); 138A, (1st) to 134C (2nd); (2nd) ex-169C (1st); 139A, to 145B, (2nd).

140A to 142C (2nd); 141A-151A, not renumbered; 152A, ex-120C (1st); 153A, ex-122C (1st); 154A, ex-124C (1st); 155A, ex-126C (1st); 156A, ex-128C (1st); 157A, ex-130C (1st); 158A, ex-132C (1st); 159A, ex-134C (1st); 160A, ex-136C (1st); 161A, ex-138C (1st); 162A, ex-140C (1st); 163A, ex-142C (1st); 164A, ex-144C (1st); 165A, ex-146C (1st); 166A, ex-148C (1st); 167A, not renumbered; 168A, ex-150C (1st); 169A, ex-119C (1st).

170A, ex-117C (1st); 171A, ex-115C (1st); 172A, ex-113C (1st); 173A, ex-111C (1st); 174A, ex-109C; 176A, ex-105C (1st); 177A-179A, not renumbered.

180A, ex-100C (2nd); 181A, ex-103C (1st); 182A, ex-101C (2nd); 183A, ex-105B; 184A, ex-177B; 185A, ex-113B (1st); 186A, ex-160B; 187A, ex-106B (1st); 188A, (1st) ex-122B, to 429B; (2nd) ex-164B; 189A, ex-159B.

190A, ex-124B; 191A, ex-125B; 192A, ex-151B (1st); 193A, ex-153B; 194A, (1st) ex-154B, to 156B (2nd); (2nd) ex-170B; 195A, ex-155B; 196A, ex-156B (1st), to 195B; 197A, ex-157B; 198A, ex-136B (1st); 199A, ex-134B.

100B-104B, not renumbered; 105B, (1st) to 183A; (2nd) ex-174B; 106B, (1st) to 187A; (2nd) ex 131A (1st); 107B to 110A (2nd); 108B, (1st) to 187B; (2nd) ex-131B; 109B, not renumbered.

110B, to 407A (1st); 111B, to 409A; 112B, not renumbered; 113B, (1st) to 185A; (2nd) ex-408A; 114B, (1st) to 185B; (2nd) ex-118A (1st); 115B-117B, not renumbered; 118B, to 408A; 119B, (1st) to 410A; (2nd) ex-121B.

120B, to 417A; 121B, to 119B (2nd); 122B, to 188A (1st); 123B, not renumbered; 124B, to 190A; 125B, to 191A; 126B, to 190B; 127B, to 191B; 128B, not renumbered; 129B, to 426A.

130B, not renumbered; 131B, (1st) to 108B (2nd); (2nd) ex-135B; 132B, to 137A (2nd); 133B, to 140A; 134B, to 199A; 135B, to 131A (2nd); 136B, (1st) to 198A; (2nd) ex-416A; 137B. not renumbered; 138B, to 137C (3rd); 139B, to 416A.

140B, to 169C (1st); 141B, not renumbered; 142B, to 418A; 143B, not renumbered; 144B, to 419A; 145B, (1st) to 520A; (2nd) ex-139A; 146B, to 411A; 147B, (1st) to 412A; (2nd) ex-137A; 148B, not renumbered; 149B, to 151B (2nd).

150B, to 153B (2nd); 151B, (1st) to 192A; (2nd) ex-149B; 152B, (1st) ex-121C (1st); to 413A; (2nd) ex-420A; 153B, (1st) ex-123C (1st), to 193A; (2nd) ex-150B; 154B, (1st) ex-125C (1st), to 194A (1st); (2nd) ex-134C (2nd); 155B (1st) ex-127C (1st), to 195A; (2nd) ex-137C (3rd); 156B (1st) ex-129C to 196A; (2nd) ex-194A (1st); 157B (1st) ex-131C (1st), to 197A; (2nd) ex-149C (1st), to 166B; (3rd) ex-149C (1st); 158B, ex-133C (1st); 159B, ex-135C (1st), to 189A.

160B, ex-137C (1st); to 186A; 161B, ex-139C (1st), to 186B; 162B, (1st) ex-141C (1st), to 188B; (2nd) ex-189B; 163B, ex-143C (1st), to 189B; 164B, ex-145C (1st), to 188A (2nd); 165B, ex-147C (1st); 166B (1st) ex-149C (1st), to 157B (2nd); (2nd) ex-157B (2nd); 167B, not renumbered; 168B, ex-151C (1st), to 415A; 169B, (1st) ex-140B, to 138A (2nd); (2nd) ex-118C (1st).

170B, ex-116C (1st), to 194A; 171B, ex-114C (1st), to 118A (2nd); 172B, ex-112C (1st), to 198B; 173B,

**Engine No. 160 pulls the *Chief* consisting of 15 coaches up 3½ percent grade below Wooten, Colo., on May 19, 1946.**
Photograph by Preston George, Altus, Okla.

(1st) ex-110C (1st), to 184B; (2nd) ex-176B; 174B; ex-108C (1st), to 105B (2nd); 175B, (1st) ex-106C (1st), to 183B; (2nd) ex-107C (2nd); 176B, to 173B (2nd); 177B, to 184A; 178B-179B, not renumbered.

180B, ex-102C; 181B, ex-104C (1st); 182B, ex-178C, to 182C; 183B, ex-175B; 184B, ex-173B (1st); 185B, ex-114B (1st); 186B, ex-161B; 187B, ex-108B (1st); 188B, ex-162B (1st); 189B, ex-163B, to 162B.

190B, ex-126B; 191B, ex-127B; 193B, ex-426A, to 122A (2nd); 195B, ex-196A; 198B, ex-172B.

100C, (1st) ex-101, to 102; (2nd) to 180A; 101C, (1st) to 103; (2nd) to 182A; 102C, to 180B; 103C, to 181A; 104C, to 181B; 105C, (1st) to 176A; (2nd) to 183; 106C, (1st) to 175B; (2nd) to 118C (3rd); 107C, (1st) to 175A (2nd); (2nd) to 140 (2nd); (3rd) ex-419; 108C (1st) to 174B; (2nd) to 408C; 109C, (1st) to 174A; (2nd) to 140C (3rd).

110C, (1st) to 173B (1st); (2nd) to 404 (1st); (3rd) ex-418; 111C, (1st) to 173A; (2nd) to 409; (3rd) ex-426; 112C, (1st) to 172B; (2nd) to 421; 113C, (1st) to 172A; (2nd) to 407 (2nd); 114C, (1st) to 171B; (2nd) to 177; (3rd) ex-177, to 407C; 115C (1st) to 171A; (2nd) to 182; 116C, (1st) to 170B; (2nd) to 181; 117C (1st) to 170A; (2nd) to 180; 118C, (1st) to 169B; (2nd) to 408; (3rd) ex-106C (2nd), to 427; (4th) ex-414; 119C, (1st) to 169A; (2nd) to 410; (3rd) ex-121C (2nd), to 121C (3rd).

120C, (1st) to 152A; (2nd) to 417, (3rd) ex-409; 121C, (1st) to 152B (1st); (2nd) to 119C (3rd); (3rd) ex-121C (3rd); 122C, (1st) to 153A; (2nd) to 422; (3rd) ex-128C (2nd); 123C, (1st) to 153B; (2nd) to 124 (2nd); (3rd) ex-124 (1st) to 190; 124C, (1st) to 154A; (2nd) not renumbered; 125C (1st) to 154B; (2nd) to 126 (2nd); 126C (1st) to 155A; (2nd) not renumbered; 127C, (1st) to 155B; (2nd) to 136C (3rd); (3rd) ex-136C (3rd); 128C (1st) to 156A; (2nd) to 199; (3rd) ex-422, to 122C (3rd); 129C, (1st) to 156B; (2nd) not renumbered.

130C, (1st) to 157A; (2nd) to 191; 131C, (1st) to 157B; (2nd) to 428; (3rd) ex-408; 132C, (1st) to 158A (2nd) to 199C; (3rd) ex-405 (1st); 133C, (1st) to 158B; (2nd) not renumbered; 134C (1st) to 159A; (2nd) ex-138A, to 154B; (3rd) to 400 (2nd); (4th) ex-140 (1st); 135C, (1st) to 159B; (2nd) to 426; 136C, (1st) to 160A; (2nd) to 198; (3rd) ex-127C (2nd), to 127C (3rd); 137C, (1st) to 141C (1st); (2nd) ex-132B, to 160B; (3rd) ex-138B, to 155B (2nd); (4th) to 401 (1st); (5th) ex-140C (2nd), to 138 (2nd); 138C, (1st) to 161A; (2nd) to 403 (1st); 139C, (1st) to 161B; (2nd) to 416.

140C, (1st) to 162A; (2nd) to 137C (5th); (3rd) ex-109C (2nd); 141C, (1st) to 162B; (2nd) ex-137B, to 401B; (3rd) to 414; (4th) ex-126 (1st), to 125C (3rd); 142C, (1st) to 163A; (2nd) to 418; 143C, (1st) to 163B; (2nd) ex-140A, to 138B (2nd); (3rd) to 405 (1st); 144C (1st) to 164A; (2nd) to 419; (3rd) ex-137; 145C, (1st) to 164B; (2nd) to 420; 146C (1st) to 165A; (2nd) to 411; (3rd) ex-139; 147C (1st) to 165B; (2nd) to 412; (3rd) ex-402; 148C (1st) to 166A; (2nd) to 194C (2nd); 149C, (1st) to 147B (3rd); (2nd) not renumbered.

150C, (1st) to 168A; (2nd) not renumbered; 151C, (1st) to 168B; (2nd) to 192; 152C, to 413; 153C, to 193; 154C, to 194; 155C, to 195; 156C, to 196; 157C, (1st) to 197; (2nd) ex-400 (2nd); 158C, to 189; 159C-161C, not renumbered.

162C, to 189C; 163C-164C, not renumbered; 165C, to 186; 166C, to 187; 167C, to 188; 168C, (1st) to 415; (2nd) ex-401 (1st); 169C, to 406.

170C-172C, not renumbered; 173C, to 184; 174C, (1st) to 178; (2nd) ex 178 (1st); 175C-177C, not renumbered; 178C, to 182B; 179C, to 185.

182C, ex-182B; 189C, ex-162C; 192C, ex-421; 193C, ex-420; 194C, ex-148C (2nd); 197C, ex-196; 199C, ex-132C (2nd).

400, (2nd) ex-134C (3rd), to 157C (2nd); 401, (1st) ex-137C (4th), to 168C (2nd); 402, (1st) ex-138 (1st), to 137C (3rd); 403, (1st) ex-138C (2nd), to 412C; 404, (1st) ex-110C (2nd) to 407 (1st); 405 (1st) ex-143C (3rd), to 132C (3rd); 406, ex-169C, to 132 (2nd); 407, (1st) ex-404 (1st), to 137 (2nd); (2nd) ex-113C (2nd); 408, ex-118C (2nd), to 131C (3rd); 409, ex-111C (2nd), to 120C (3rd).

410, ex-119C (2nd); 411, ex-146C (2nd); 412, ex-147C (2nd); 413, ex-152C; 414, ex-141C (2nd); to 118C (4th); 415, ex-168C (1st), to 142C (3rd); 416, ex-139C (2nd), to 411C; 417, ex-120C (2nd); to 118 (2nd); 418, ex-142C (2nd), to 110C (3rd); 419, ex-144C (2nd), to 107C (3rd).

420, ex-145C (2nd), to 193C; 421, ex-112C (2nd), to 192C; 422, ex-122C (2nd), to 128C (3rd); 426, ex-135C (2nd), to 111C (3rd); 427, ex-118C (3rd); 428, ex-131C (2nd), to 107 (2nd); 429, ex-407C.

430, ex-408C; 404A, ex-407A (1st), to 427B; 407A, (1st) ex-110B, to 404A; (2nd) ex-422A; 408A, ex-118B, to 113B (2nd); 409A, ex-111B to 430B.

410A, ex-119B (1st); 411A, ex-146B; 412A, ex-147B (1st); 413A, ex-152B (1st); 415A, ex-168B; 416A, ex-139B, to 136B (2nd); 417A, ex-120B, to 427A; 418A, ex-142B, to 422B; 419A, ex-144B, to 422A.

420A, ex-145B, to 152B (2nd); 422A, ex-419A, to 407A (2nd); 426A, ex-129B, to 193B; 427A, ex-417A; 429A, ex-122A; 430A, ex-110A (1st).

407B, ex-422B; 410B, ex-141C (2nd); 422B, ex-418A, to 407B; 427B, ex-404A; 429B, ex-188A (1st); 430B, ex-409A.

470C, ex-114C (2nd), to 429; 408C, ex-108C (2nd), to 430; 411C, ex-416; 412C, ex-403 (1st); 413C, ex-118 (1st).

| RR Class | Road Numbers | HP | Builder | Bldr's Model | Wheel Arngt. | Tract. Effort | Weight | Date | Notes |
|---|---|---|---|---|---|---|---|---|---|
| 2650 | 2899 | 1500 | GM-EMD | GP7 | B-B | ? | ? | ? | |
| 2650 | 2788A-2792A | 1500 | GM-EMD | GP7B | B-B | 61,788 | 247,150 | 1953 | 10 |
| 2800 | 2800-2809 (1st) | 1600 | FM | H16-44 | B-B | 62,260 | 249,050 | 1951 | 51 |
| 2800 | 2810-2819 (1st) | 1600 | FM | H16-44 | B-B | 62,260 | 249,050 | 1952 | 51 |
| 2900 | 2900-2925 | 1750 | GM-EMD | GP9 | B-B | 62,250 | 249,000 | 1956 | 29 |
| 2900 | 2926-2931 | 1750 | GM-EMD | GP9 | B-B | 63,500 | 254,000 | 1956 | 29 |
| 2900 | 2932-2935 | 1750 | GM-EMD | GP9 | B-B | 62,250 | 249,000 | 1957 | 29, 30 |
| 2900 | 2936-2951 | 1750 | GM-EMD | GP9 | B-B | 62,250 | 249,000 | 1957 | 29 |
| 3000 | 3000-3009 | 1600 | FM | H16-44 | B-B | 62,260 | 249,050 | 1951 | 4, 5, 10, 51, 55 |
| 3000 | 3010-3019 | 1600 | FM | H16-44 | B-B | 62,260 | 249,050 | 1952 | 4, 5, 10, 51, 55 |
| 3100 | 3100-3124 | 2000 | GM-EMD | GP20 | B-B | 66,250 | 265,000 | 1960 | 33 |
| 3100 | 3125-3174 | 2000 | GM-EMD | GP20 | B-B | 66,250 | 265,000 | 1961 | 33 |
| 3200 | 3200-3234 | 2250 | GM-EMD | GP30 | B-B | 65,725 | 262,900 | 1962 | 34 |
| 3200 | 3235-3284 | 2250 | GM-EMD | GP30 | B-B | 62,725 | 262,900 | 1963 | 34, 54 |
| 3300 | 3300-3349 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1964 | 35, 54 |
| 3300 | 3350-3399 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1965 | 35 |
| 3300 | 3400-3449 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1965 | 35 |
| 3300 | 3450-3460 | 2500 | GM-EMD | GP35 | B-B | 66,500 | 266,000 | 1965 | 35 |
| 3500 | 3500-3560 | 2000 | GM-EMD | GP38 | B-B | ? | ? | 1970 | |
| 4000 | 4000-4019 | 2250 | GM-EMD | SD39 | C-C | 97,875 | 391,500 | 1970 | |
| 4500 | 4500-4529 | 2400 | GM-EMD | SD24 | C-C | 95,700 | 382,800 | 1959 | 32 |
| 4500 | 4530-4544 | 2400 | GM-EMD | SD24 | C-C | 95,700 | 382,800 | 1959 | 32 |
| 4500 | 4545-4579 | 2400 | GM-EMD | SD24 | C-C | 95,700 | 382,800 | 1960 | 32 |
| 5000 | 5000-5019 | 3000 | GM-EMD | SD40 | C-C | 97,875 | 391,500 | 1966 | 37 |
| 5500 | 5500-5529 | 3600 | GM-EMD | SD45 | C-C | 97,875 | 391,500 | 1966 | 38 |
| 5500 | 5530-5589 | 3600 | GM-EMD | SD45 | C-C | 97,875 | 391,500 | 1966 | 38 |
| 5590 | 5590-5614 | 3600 | GM-EMD | SD45 | C-C | 97,875 | 391,500 | 1969 | |
| 5615 | 5615-5624 | 3600 | GM-EMD | SD45 | C-C | ? | ? | 1970 | |
| 5900 | 5900-5939 | 3600 | GM-EMD | F45 | C-C | 98,750 | 395,000 | 1968 | 39 |
| 5940 | 5940-5948 | 3600 | GM-EMD | FP45 | C-C | 103,000 | 412,000 | 1967 | 17 |
| 6300 | 6300-6348 | 2250 | GE | U23B | B-B | ? | ? | 1970 | |
| 6600 | 6600-6607 | 2500 | GE | U25B | B-B | 64,600 | 268,000 | 1962 | 36 |
| 6600 | 6608-6615 | 2500 | GE | U25B | B-B | 64,600 | 268,000 | 1963 | 36 |
| 7500 | 7500-7519 | 2250 | GE | U23C | C-C | 98,750 | 395,000 | 1969 | |
| 7900 | 7900-7909 | 2800 | GE | U28CG | C-C | 98,875 | 395,500 | 1966 | 22 |
| 8000 | 8000-8005 | 3000 | GE | U30CG | C-C | 103,000 | 412,000 | 1967 | 23 |
| 8500 | 8500-8524 | 3300 | GE | U33C | C-C | 97,875 | 391,500 | 1969 | |
| 9100 | 9106 | 1600 | Alco-GE | RSD-4 | C-C | 89,560 | 358,250 | 1951 | 4, 5, 10, 65 |
| 9100 | 9110 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1952 | 10, 65 |
| 9100 | 9129 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 65 |
| 9100 | | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 5, 10, 65 |
| 9100 | 9138 | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 65 |
| 9100 | | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 10, 65 |
| 9100 | | 1600 | Alco-GE | RSD-5 | C-C | 90,410 | 361,650 | 1953 | 4, 65 |
| 9800 | 9800-9803 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1959 | 52 |
| 9800 | 9804-9823 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1959 | 10, 52 |
| 9800 | 9824-9843 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1960 | 10, 52 |
| 9800 | 9844-9848 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1960 | 52 |
| 9800 | 9849 | 2400 | Alco Pr. | RSD-15 | C-C | 95,600 | 382,400 | 1960 | 31, 52 |

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by ALBERT HERSKOVITS

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# Hash-House

## by William L. Rohde

ROSS HARTWIN spooned his thick, rich, beef stew, selecting chunks of savory meat and alternating with walnut-size pieces of carrot and potato. He finished his cup of strong coffee and pushed the thick mug across the counter for a refill.

"Thank Heaven for Pop Masters' chow," he said to Tim O'Brien, the fireman on their extra helper engine who was working his way through two thick corned-beef sandwiches padded with lettuce.

O'Brien swallowed and nodded, his red cheeks rounding contentedly. "Yea, but maybe we won't get it here for long. They say Fletcher was up here with his pal, the general manager, to see about giving this hash-house to the Apex chain."

Ross snorted. "Nuts! So we get a piece of cheese between two slices of dry bread for twenty cents, and a cup of chicory java. They can't!"

"Since you're the new committeeman, put in a plug for Pop's food."

"We'll get it," Hartwin said with determination. "Pop has been here for twelve years. Why would they toss him out?"

"Because he can't afford to put in new fixtures, a lot of nickel and chromium gadgets, and repaint half the station. You know what Apex has done in the other terminals. They damn near rebuild the ticket office and baggage room to get a concession."

Ross watched Pop dish up hot plates from his immaculate steam table, heaping them with solid food and passing them to the two shapely girls, a brunette and a redhead, who helped him. Then he glanced around the counters. Everything he saw looked good, the beanery queens as well as the food.

The Coleman railroad station, built in 1930 at the junction of two busy divisions, had not changed much in the interim. Pop's long oak counter, with its thirty stools, had been put in when the depot was first opened. The steam tables and sandwich working benches were scrubbed and freshly painted; stainless-steel panels had been installed. Pies and cakes were neatly covered with screening, while the dishes came

out spotless from the concealed kitchen where Pop's wife presided over a dishwasher and short-order cook. Still it was old—a very homely, dated little hash-house.

Pop Masters, a wiry little man who rarely lost his elfin grin in the rush of shouted demands and hurry-up orders, was heading toward them.

"Hello, Ross! Hello, O'Brien! Buying the new committeeman his lunch?"

"Not on your life," O'Brien scoffed. "He'll never make a good griever. Not enough Irish in him."

"Sure he will," the older man smiled. "Young blood is always good. How was the food?"

"Great," Ross enthused. Then he asked carelessly, "Any truth in the story that Apex might like to get your concession?"

A cloud passed over the older man's features. "They'll move in next month when my lease runs out, unless I can modernize the old beanery."

"And will you?"

Pop shook his head. "The price for what they want to do is four thousand bucks. I can't possibly swing it."

A short silence followed. Then O'Brien asked: "Why don't you charge outsiders extra for containers, the way the chain does?"

"That's my trouble," Pop said. "Top generous. It's probably why I've got only a thousand-odd dollars to my name. But I've made a lot of friends, though," he smiled half-heartedly. "Many people walk down from town just to eat here. I'll bet there's not another railroad beanery within a hundred miles with that record."

"Guess not," Ross agreed. "If you could only afford to fix up the place you'd get more town trade. You could pay it off in no time, especially if you'd put in those little tables for the ladies the way the big terminals have."

Pop deftly removed their plates and cleaned the counter. "I could all right," he said, ringing up the money that paid for Ross's stew and coffee. "But it's no use dreaming. Even the equipment company plays along with the chain. They'd give me the fixtures, but they want cash."

STILL thrashing out Pop's troubles, Ross and O'Brien watched the *Rocketeer* sweep into Coleman for her six-minute stop, as they sauntered down the platform.

"What a chance to do Pop and ourselves a good turn!" Ross mused. "If I had that much money I'd loan it to him. Why, he's a good risk and a big improvement over what Apex would throw at us."

Just then the *Rocketeer's* conductor Harrison stuck his head into the station and announced his train. "Six minutes only," he bawled at the lunch counter, where many of his passengers had dashed for a "coffee-and to go."

"Hello, Ross," he greeted.

Harrison had made a hard play for the job of committeeman, and he was neither the forgetting nor the quitting type.

"Right on time," chimed O'Brien.

Harrison shrugged his shoulders.

"No thanks to the head-end," he grumbled. "Walsh pulls us like a local freight. If I lost two minutes station time, we'd never make it up." He sorted a small pack of tickets. "I wish these ticket agents would learn to stamp right. Half these dates are blurred."

Putting the tickets away, the skipper adjusted his tie as several girls climbed onto the *Rocketeer*. Like most men, he was a girl watcher.

"Well," he said, "I guess we won't have to put up with Masters much longer. The manager at Apex in Buffalo tells me that the chain is coming in here. Maybe then we'll get some real service."

Tim O'Brien was beginning to get pink around the collar when Ross interrupted. "Too bad you feel that way, Harrison. I was just going to ask you to invest a hundred in Coleman Foods, Incorporated, which is Pop's beanery dressed up. But if you feel that way."

Harrison glared. "Invest my foot. The sooner Masters is out of here the better I'll like it. What's this Coleman Foods, anyway?"

"Some of the boys who like good grub are backing Pop for new fixtures to keep the concession. It's a sure money-maker at eight percent."

Greed blinked for a second in Harrison's eyes, but scorn replaced it. "You'd better tend to your committeeman job and let Masters take his medicine," he advised. With this, the pompous conductor stomped away, waved a pompous highball, and the *Rocketeer* was gone.

DURING the next three days Ross sweated out his selling program for Coleman Foods. He did not incorporate. He just gave each brother a typewritten "share" signed by himself and Pop Masters. The old hash-house proprietor grasped at the scheme like a new brakeman whose foot is slipping on a grab-iron.

Some boys required plenty of selling, but Ross finally sold thirty-two shares and took the remaining eight himself. He collected a thousand dollars from Pop and deposited the five grand in a checking account.

"Now all we've got to do," he told Mrs. Masters, who doubled as special cook and bookkeeper, "is to renovate the lunch counter, put in new fixtures and tables, and advertise in town. We'll have that money back in the bank in six months."

"We should," agreed Mrs. Masters. "Plenty of lunch customers in town would come down if we had tables enough. In fact, on Mondays I've seen a dozen or two people waiting for seats at lunchtime."

"That's swell," he said happily. "One thing more—can Pop go to New York tomorrow with me? We want to buy those fixtures wholesale, and that's the place to do it."

"Sure can," Pop's voice boomed out from the kitchen slide. "I'm getting the kitchen caught up now, so Mom can handle it with the girls."

Ross grinned at the two girls.

The following morning he and Pop and a brakeman named Blackie Hyers, who had an electrician's license, covered New York restaurant supply houses from the Bowery to Brooklyn. It was a long trudge, but every dollar counted. After two days of foot-blistering search they acquired most of the items they wanted.

All three were exhilarated when the sleeper dropped them off in Coleman about six a.m. the next day. Then they lined up like the three monkeys, but their spirits suddenly sagged like the rush of air leaving a strafed barrage balloon. Before them lay a maze of firehose and a throng of people looking at a smoldering hump of charred ruins.

Coleman station had burned to the ground while they were away!

THAT day, after the first minute of shocked inaction, was one that Ross Hartwin would remember for a long, long time. Mrs. Masters came over prepared to console Pop. But the old man proved quickly that he needed no soft landing, although his face had turned a sickly gray.

"Did we save anything?" he asked his loyal wife.

"Quite a little, Clarence." It was the first time Ross had ever heard Pop's first name. "The boys carried out the stools and most of the news-counter items, besides the glass coffee-makers and the electric things."

Trying to relieve their gloom, Mrs.

Masters refused to let the talk die there. "The fire started in the baggage-room, so we had time to take out lots of things small enough to carry. The boys put them away safely. We even saved four hams."

Pop commented: "Then there'll be no question about insurance. We'll get the twenty-five hundred I carried." He looked down at the ground. "That will make up any loss we take, Ross, after we sell the new stuff back. Your friends will all get their money."

Blackie Hyers stared gloomily at the wreckage. "So Apex moves into a nice new spot anyway," he muttered. "They don't even have the bother of rebuilding."

As they stood by, a work train puffed up and spotted a light crane on the main track, flanked by several home-owned flats. Construction gangs puttered around the still-smoking beams, preparing to clear away the debris. Railroads move swiftly in emergency.

Ross took a deep breath. "Maybe Apex won't move into a new station," he growled with more firmness than he felt. "Pop, there's still going to be a lot of food needed at Coleman in the next few weeks. Do you want to keep pitching?"

"Well," he said thoughtfully, "I was thinking about that. Mom and I got a little old trailer we was goin' to Florida in some day, when I figured we could take a vacation . . . been figuring on it for six years now," he grinned wryly. "I got her in topnotch shape with paint and varnish." He gestured toward the deserted automobile parking space. "So if I could use those first five spaces, put up the awning and get another one, and electricity from the station, and we have the coffee-makers and the stools, and the hams for today."

"Time for action!" Ross interrupted, trying to inject enthusiasm into the dejected group. "Go home and haul in the trailer, Pop. Blackie, you know how to arrange for a junction box and find some heavy extension wire. I'll find the stationmaster and talk it over."

John Shackett, the stationmaster, had eaten many a satisfying meal at Pop's; he was more than cooperative, though gruff about it.

"Go ahead, Ross," he agreed quickly. "The construction gangs and contractor's men will need food, and the passengers still eat. Be sure and check all safety conditions."

Why not? thought Ross. "Thanks a million," he said.

By noon Pop's shiny gray trailer stood in the autopark twenty feet from the station platforms, its orange and blue striped awning spread colorfully over the cement walk extension. A delicious aroma of coffee filled the air, and the two waitresses, brunette and redhead, both with ready smiles, were busy bringing out food from the trailer, car-hop fashion. Their presence lent charm to the hash-house.

Ross and Blackie had built two sections of a U-shaped counter that would extend from the trailer under the bright awning. Pop painted the completed sections. Meanwhile, Mrs. Masters was turning out food from the trailer like an assembly line.

"Barbecue sauce," she told Ross, when he went into the trailer for coffee and sniffed a spicy tang that hissed from a large pressure cooker. "We'll have barbecued ham and beef sandwiches all afternoon."

"Swell!" he grinned. "We're going to make it, Mom. Listen to that cash register tinkle."

*The Rocketeer* pulled in running against the current traffic, and the passengers found the new hash-house with ease. They had to pass it to clear the crane and cars at the station. Business was rushing when Conductor Harrison met Ross.

"New beanery?" he scoffed.

Ross smiled flatly. "Just made some hot barbecue sandwiches. You'll like 'em. Better get your share."

Harrison debated his feud with Pop as saliva gathered on his tongue at the thought of Mom's famous barbecue sauce. Let bygones be bygones, at least for the time being. Eagerly he headed for the awning.

ROSS was humming as he climbed to the second floor of the Western Railroad building a block from the destroyed Coleman station. He passed the dispatcher's room, where the murmur of activity reached out and followed him along the dusty corridor, and went through a door marked "J. J. Hammers, Superintendent."

In ten minutes he made it past the superintendent's office-girl. Western supers are accessible, but busy.

"Good afternoon, Mr. Hammers," Ross opened his attack. "I'm Hartwin, new committeeman for the trainmen. But I'd like five minutes of your time for something else."

"You can have five," Mr. Hammers was brisk. "I believe we met two years ago when we had the accident at Brightman."

Then Ross wound up and let go. In short sentences, he told the super the difference between Apex food and practices and Pop Masters' individualized service. He painted the advantages of local operation; he described Mrs. Masters' food with choice words. Finally he came to the local crews' subscription to his Coleman Foods enterprise and of their trip to New York.

"You just can't promise anything," he summed up briefly, "but I'd like to be assured that you'll consider the Masters for the concession in the new station. They have the equipment ready, all modern and of the latest type. There's even a public-address system for the ticket office and conductors to use. It would be fine if I could say you'll support them, or even help them get the lease."

"Let's see what they're doing now," said the superintendent.

Ross Hartwin and Mr. Hammers strode along the walk from the Western building, past the smoking remains of Coleman station, which were being broken up and hoisted onto flats to be hauled away. The eyes of every railroader followed the progress of the two.

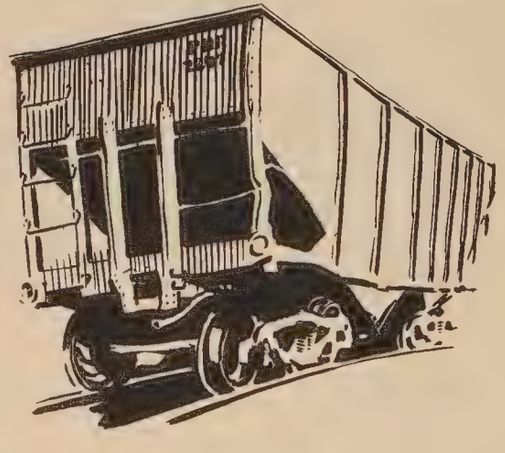
Mr. Hammers ate one of Mrs. Masters' barbecued ham sandwiches and drank two cups of her steaming hot coffee. His eye ran over the clean trailer and the freshly-painted counters lying to one side.

"What about the concession?" Ross inquired.

The superintendent said: "It will go to the Masters. Your arguments were sound."

He smiled, nodded, and strode away toward the offices. Pop came over to Ross, followed by Mrs. Masters, as the super's well-tailored tweeds disappeared around the Western building.

Ross didn't keep them in suspense. "You'll get the lease," he said, "for a fine modern hash-house." ●



# THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abreviations: *tts.* (timetables), *emp. tts.* (employes timetables), *SSE* (send 8¢ stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

DOUG ANDERSON, No. 64309, Box 788, Mansfield, Ohio 44901, wants loco assignment lists and diesel maintenance lists for any rr.

SCOTT ARDEN, Star Rte. Box 1260, Noti, Ore. 97461, buys brass locks, keys, lanterns, badges, diner, non-paper railroadiana, good cond.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, sells EL, PRR, NYC tts., railroadiana; buys NYS&W, Erie, DL&W, L&NE, L&HR tts. (SSE).

BOB BEERS, 117 Martha Rd., Binghamton, N.Y. 13903, buys pix of NYC Otter Lake, McKeever stations; borrows pix, info. on Binghamton Ry.

HENRY BENDER, 6257 Solano Dr., San Jose, Calif. 95119, sells autographed copies of his book, "Uintah Ry."

G. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm rr. camera fans in Erie, Warren, Sharon, Pa.

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SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys, trades for anything FEC, any Fla. railroadiana, trolleyana. Sells pix from off. FEC negs.

ROY BRILL, 7-B Mary Ella Dr., Wilmington, Del. 19805, buys super 8mm movies of CN 6218 on 3/20-21/71 trips.

WALT BROSCHART, Box 8064, Jersey City, N.J. 07308, sells railfan publications, tts., pix negs.; buys slides, negs. of gas elec. railcars. (SSE).

LEO CALOIA, 907 Adelante Ave., Los Angeles, Calif. 90042, sells 16mm sound steam movies of UP 8444, SP 2248, Sierra, GTW, D&RGW, PE.

RAY CANZONE, 5258 Longton Rd., Lyndhurst, Ohio 44124, buys pix of PRR M1a 6791, I1sa 3709, D16sb 6239.

MIKE CHUPICK, 244 Nichols Ave., Shelton, Conn. 06484, will buy NYNH&H padlock.

CECIL CHURCH, 216 Rideau Terr., Ottawa 2, Ont., Canada, buys, trades Alco, Baldwin, Lima bldrs. pix, data; cars, steam loco catalogs.

KEN CLARK, Box 117, St. John, Kan. 67576, trades rr. date nails.

B. CLARKE, 351 North Dr., North Plainfield, N.J. 07060, will sell Railroad Magazine 6/45-3/52, 9/54-8/55, misc. from '42-'43. (SSE).

MEL COLLINS, Bedford Rd., Rte. 3, Cumberland, Md. 21502, wants history and equip. info. on Cumberland & Pa.

ED CONKLIN, 5 King Arthur's Ct., St. James, N.Y. 11780, sells steam loco bldrs. plates, railroadiana. (SSE).

R.S. COOPER, 11810 Arden Ave., Cleveland, Ohio 44111, buys NKP conductor's, brakeman's, porter's metal cap badges.

LYMAN COX, Box 15902, Sacramenta, Calif. 95813, sells rr. color pix 5¼x8¾. (SSE).

LU CUMMINGS, 129 Nevin St., Lancaster, Pa. 17603, sells emp. tts., railroadiana. Details for (SSE).

JOHN DALTON, 19 Hillside Pl., Cranford, N.J. 07016, buys 35mm slides of sold or scrapped locos of CNJ, EL, LV, RDG, PRR.

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells tts., railroadiana of B&O, CNJ, Erie, EL, LIRR, NYC, NYNH&H, PRR. Large (SSE).

JERRY DAY, 1265 Dallas, Aurora, Colo. 80010, sells b&w, color pix of D&RGW, C&S, RGS, GB&W, UP, CB&Q; trades for D&RGW. (SSE).

VINCENT DESANTIS, 196 Carbon St., Paterson, N.J. 07522, buys pix, negs., slides of EL Sussex Br.; DL&W tts., emp. tts '30-'50.

PEGGY DUNN, 1402 Princeton Ave., Philadelphia, Pa. 19111, sells uniform buttons, monthly union dues buttons 1921-'31.

GARY EKLUND, 2610 Aldrich Ave. S., Minneapolis, Minn. 55403, will sell five 8x10 Russian steam loco pix.

KEVIN FARRELL, 10 Lothian Rd., Brighton, Mass. 02135, sells back issues of Railroad Magazine, RMC; Boston area pix, tts. (SSE).

JACK FERRY, 10041 S. Prairie Ave., Chicago, Ill. 60628, will buy Wayner's "Car Names and Consists."

MARK FORBES, 1009 Beech, Normal, Ill. 61761, sells pix of steam, disesel, trolleys. (SSE).

J. GALLINGER, 526 Amelia St., Cornwall, Ont., Canada, buys pix of GT locos, esp. 732.

BILL GATES, 607 Dawson St., Uhrichsville, Ohio 44683, sells tts., match covers, PRR items; list 5c and (SSE).

MIKE GAYO, 859 Ave. E, Traverse City, Mich. 49648, will sell Railroad Magazine '49-'52. (SSE).

TERRY GEHRIS, 555 West St., Pottstown, Pa. 19464, trades for switch keys, train orders, esp. CNJ.

RANDY GELLENS, 1303 Quincy Dr., Wilmington, Del. 19803, buys rr. pix, tts., postcards. (SSE).

MARK GELLMAN, 732 Van Rensselaer Ave., Niagara Falls, N.C. 14305, buys pix of freight, psgr. cars, locos, stations, etc.; sells railroadiana; list 25c.

FRANK GRACONIO, 81 Van Cortlandt Park Ave., Yonkers, N.Y. 10701, wants M&P history.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, will buy 1916 Poor's Manual, '26 Moody's Manual; trades other volumes.

S.S. GRIFFITH, Box 246, Ashton, Ill. 61006, will sell Railroad Magazine 1/39-2/44, 1/46-11/49 with some duplicates, some issues missing.

FRANK GUERNSEY, 12546 N.E. Knott, Portland, Ore. 97230, sell size 620 dieel neg. of BN, NP, SP, UP, SP&S, CMSP&P, CB&Q.

HUGH GUILLAUME, 210 Capen Blvd., Buffalo, N.Y. 14226, trades lanterns for keys, lanterns, 45 rpm records by Charlie Feathers.

WES HAMMOND. 41654 Meiggs St., Fremont, Calif. 94538, sells 35mm Kodachrome slides of F units on SP&S, NP, SN, WP, SP. (SSE)

HERB HARWOOD Jr., 620 Stevenson La., Baltimore, Md. 21204, buys larger than 35mm negs. of depots.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass. 01089, sells emp. tts., rule bks; list 10c and (SSE)

F.R. HECK, 307½ N.E. 1 St., Pompano Beach, Fla. 33060, wants Joe Rumsey's address.

ERIC HIRSIMAKI, 223 Main St., Conneaut, Ohio 44030, buys, trades for NKP lettering plans, steam, diesel, rolling, stock diagram bks.

TEX HUDSON. 4760 N. Durfee St., El Monte, Calif. 91732, publishes rr. paper; sample 30c.

CHRIS IRWIN, 37 Frederick St., Loughborough, Leics., England, sells English rr., industrial history bks; list free.

WILSON JONES, 105 Fairmount Ave., Hackensack, N.J. 07601, buys Erie, NKP railroading, pix; rr. music; china.

LOU JUDICE, 131 74th St., Brooklyn. N.Y. 11209, trades NYCTA maps, spikes for CNJ tts., spikes, railroadiana.

JOHN KANE, 1 Christmas Tree Lane, Rutland, Mass. 01543, sells 35mm dupl. slides of locos, psgr. cars, structures; list. sample 50c.

ROGER KOSCIK, 141 Potter, Wooddale, Ill. 60191, buys CA&E railroadiana, pix, tts., emp. tts., etc.

PAUL KRANOWSKI, 122 Burnside Ave., Cranford, N.J. 07016, buys 35mm slides of CNJ, EL, BAR, NYS&W, MON, PRSL, CV, Monon, Clinchfield.

GEOFFREY LATTA, 505 University Ave., Rochester, N.Y. 14607, will buy R&SB, R&E, RS&E bks. by W.R. Gordon.

RON LEITCH, 18707 Ferncliffe, Cleveland, Ohio 44135, will sell "Growth, Development of PRR, 1926," "Rys. of Today," "Crookedest RR in the World." (SSE).

ROGER LEWIS, 415 Fairview Ave., Quakertown, Pa., wants info. on Lukenheimer whistles.

WALT LEWIS, 3654 Montclair Dr., Jacksonville, Fla. 32217, buys train orders, psgr. car pix of any rr.

PETE LIVERMORE, 239 S. Lasky Dr., Beverly Hills, Calif. 90212, will buy erection and section dwgs. of B&O 4-4-4-4 5600. (SSE).

W.F. LONG, Box 28, Livingston, Ala. 35470, wants history of Marshall & East Texas, M&B.

F. LONNES, Box 92, Western Springs, Ill. 60558, will sell set of 8 small, 4 large CMSP&O uniform buttons, gold finish.

GEO. MACKAY, 60 Maclaren St., Ottawa, Ont. K2P OK7, Canada, buys, sells, trades size 616, 620 negs., CN, CP stations; list 10c.

C. MARSH, 1537 Belmeade, Kingsport, Tenn. 37664, sells R&LHS bulls. (SSE).

JACK MAY, 135 Montclair Ave., in what town do you live?

REILLY McCARREN, 24 Wells La., Short Hills, N.J. 07078, buys slides of PA's, FA's, FT's on Erie, DL&W, LV, RDG, PRR, NYC, NYNH&H. B&O, B&M.

K.B. McCUTCHEON, 21 Grandview Ave., Willowdale, Ont., Canada, sells pix CP locos, esp. MLW diesels; list 25c.

DICK MORHARD, 14 Rogers La., Smithtown, N.Y. 11787, sells 35mm slides, pix, negs., railroadiana. (SSE).

BOB MOST, 564 Bosphorus Ave.. Tampa, Fla. 33606, will buy or lease a mainline steam loco.

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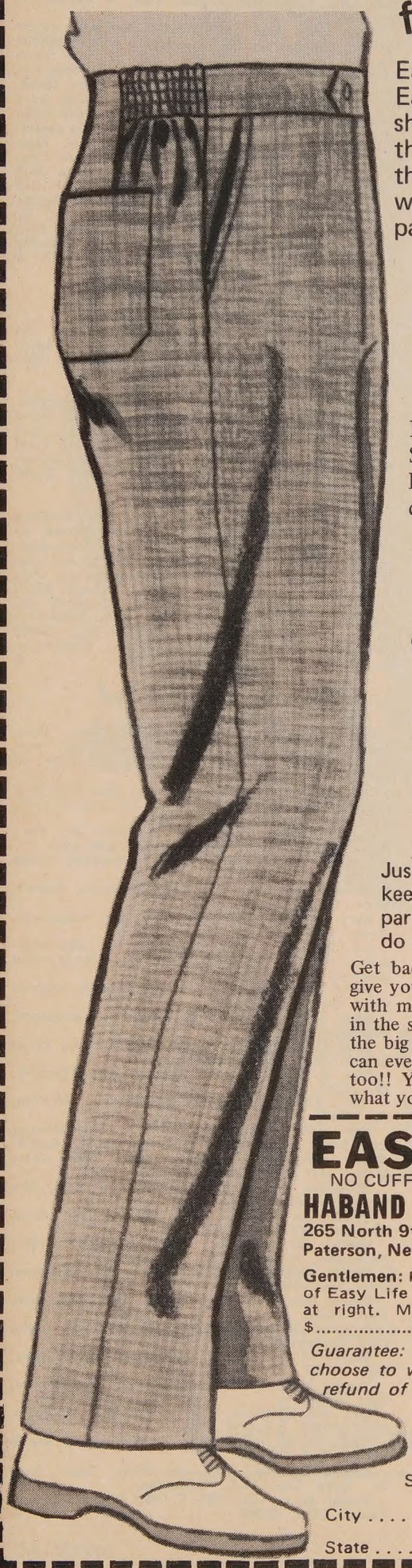

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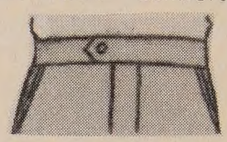

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JEFF NEAL, 2423 Park, North Riverside, Ill. 60546, will buy IC books, "Mainline of America."

JERRY NOTT, 510 8th Ave., Charles City, Iowa, buys pre '-58 elect., steam color slides, any pix of Iowa.

HAL OLSEN, 223 W. Munsell Ave., Linden, N.J. 07036, sells size 116 pix, negs PE Ga. Ry. (SSE).

BOB PENNISI, 262 Eyland Ave., Succasunna, N.J. 07876, sells tts., '58H '68 esp. EL, DL&W, CNJ; pix. (SSE).

EARL PHILLIPS, Flat Rock Rd., Feura Bush, N.Y. 12067, buys detailed rr. map of N.Y. and northeast U.S.

JIM PLATT, 35 Clearview, Galt, Ont., Canada, will sell CN steam loco neg. collection.

L. JAY POTTER, USN, USS Crockett PG-88, FPO, San Francisco, Calif. 96601, buys negs. of Alco. FM, Baldwin cab units. etc.

CARL PUGH, 27935 Baseline, Highland, Calif. 92346, will buy bk. with names, locations of steam locos; also, rr. car bldrs. from 1900.

SCOTT PYLES, Box 213, New Martinsville, W. Va. 26155, buys lanterns, marker lights; sells Dressel sw. stand lights.

HELEN RAMAKER, 709 Kent St., Wausau, Wis. 54401, will sell Railroad Magazine, 1930 to date, bks., rule bks., pix, Northwestern mag., Trains.

W.B. RANDOLPH, 2411-D Bridgehampton Dr., Baltimore, Md. 21234, buys pix, plans of KC&NW tender 2, info. on oddball cupolas.

WAYNE RHEINFELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, globes, bells, hdlts., whistles, locks, keys.

G. RUCH, Box 19, Chicago Ridge, Ill. 60415, sells Pullman bks., manuals, etc.; trades for psgr. tts., rr. menus. (SSE).

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells unused forms, railroadiana; list 10c.

JACK SCHRAMM, 19129 Cheshire, Detroit, Mich. 48236, buys pix, tts., maps, of S.E. Mich. traction, CUR, DSR.

OTTO SEHUERA, 3917 N. 51st Blvd., Milwaukee, Wis. 53216, buys C&NW Newsliners.

ERNEST SEVDE, 110 W. State St., Toledo, Iowa 52342, sells railroadiana; buys negs. of C&NW 3000's, M&SL 600's, SP 4400's, NYC 5200's, midwest rrs. (SSE).

JIM SHAUGHNESSY, 479 8th Ave., Troy, N.Y. 12182, sells slides, postcards, color pix of D&H PA's. (SSE).

DAVE SHERRON, 3003 Shillington Rd., Reading Pa. 19608, sells RDG loco diagram bks. (SSE).

L.G. SIMPSON, 26 Valleyview Dr., Dayton, Ohio 45405, sells, trades N&W cyl. class no. plates, whistles, trust plates, silver impregnated loco bell. (SSE).

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio 44105, will sell new D&RGW, B&O lanterns, PRR playing cards.

WARREN STOWMAN, 7013 Hegerman St., Philadelphia, Pa. 19135, buys, trades for pix of P&R 4-4-0 inspection locos 100-101.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells 3x5 traction pix; free transit news notes. (SSE).

GENE THELEEN, Box 4889, San Francisco, Calif. 94101, wants info. on Pitts. & McKeesport Car Co.

WM. TOYE, 909 Lincoln Ave., Palmyra, N.J. 08065, sells Railroad Magazine, rr. bks.; list 15c.

J. TOTH, 2608 Woodlawn Dr., Ennis, Texas 75119, will sell 1/62 Off. Ry. Equip. Register.

BOB TRENNERT, 6812 N. 9th St., Philadelphia, Pa. 19126, sells 5x7 pix of D&RGW n.g. locos, equip., structures. (SSE).

ED TYRRELL, 2965 Kanes Rd., Willow Grove, Pa. 19090, buys pix, slides, negs. of PRR E-6 1092.

FESTUS VON BLON, 111 Colcord, Waco, Texas 76707, will sell St. Louis Car Co. bldrs. plate or trades for pamphlets, tts., bks.

R.R. WALLIN, Box 1784, Springfield, Ill. 62705, will sell Baldwin bldrs. plate 23293 from ATSF 2-10-2; sells railroadiana. (SSE).

WALT WELP, 920 Chambers Rd., St. Louis, Mo. 63137, sells postcards.

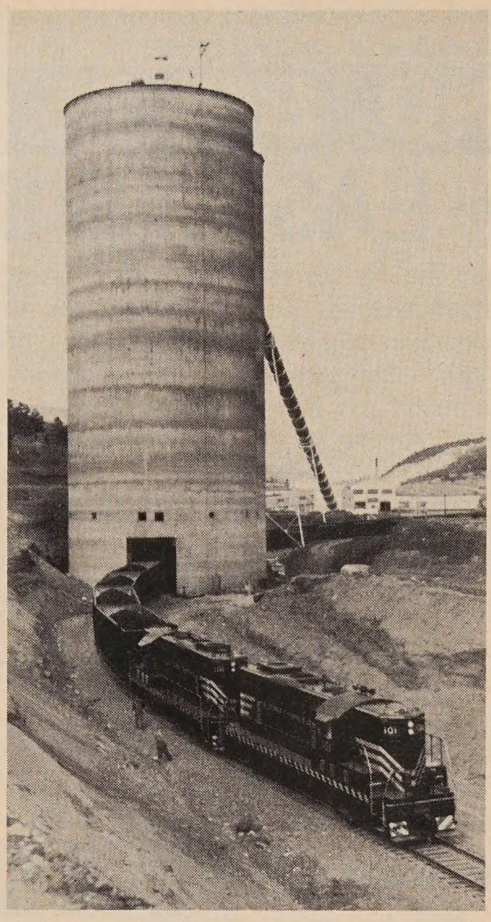
SID WHEELER, 304 3rd Ave. N.W., Stewartville, Minn. 55976, will buy 1915 or '20 Off. Guide, CSPM&O. CGW, IC tts.

J.D. WILSON, Rte. 5, Box 7760, Bainbridge Island, Wash. 98110, will buy copy of Railroad Magazine dealing with CP's Kicking Horse Pass line.

J.R. YOUNG. Box 3851, Richmond, Va. 23234, sells rr. tie tacks. pins, belts, buckles, jewelry.

JOHN YOUNG, 169 San Francisco, Hamilton, Ont., Canada, trades 8mm color movies of CN, CP, TH&B for those of your area.

RAY YOUNG, 1676 Briarcliff Rd. N.E., Atlanta, Ga. 30306, buys pix of pre-'50 built frt., psgr., MofW cars of southeastern short lines.



**Colorado & Wyoming forty-car unit train takes on coal from 186-foot-high concrete silo at Allen Mine, Colo. Entire train loads up in only one hour.** Courtesy CF&I Steel Corp.

W. YOUNG, 2525 Lonsdale, North Vancouver, B.C., Canada, sells pix of Canadian trolleys; no list.

ERNEST ZEHNDER, 325 Lardner St., Philadelphia, Pa. 19111, trades, sells color slides of PC, RDG, CNJ, B&O; buys logging slides (SSE).

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of: "Building Pacific Ry.," by Sabin, 317 pgs., 5x7½", illust., indexed (1919), $3.50; "Underground Rys.," by Sommerfield, 116 pgs., 5x7½", illust. (1937), $3; "Introductory to Braking," by Broadbelt, 259 pgs.. 5½x8½" illust. with diagrams, indexed (1969), $5.50; "Mail Service," by Carr, 48 pages, 5¼x8¼", illust., indexed (1909), $2.50; "Robber Barons," by Josephson, 474 pages, 5½x8½", no illust. (1934), $5. All good cond., hard covers, postpaid.

## Model Trading Post

ROGER ARNDT, 1811 55th St., Des Moines, Iowa 50310, sells 2¼"-dia. black and red buttons reading "Happiness is Model Railroading." (SSE).

C. DAVIS. 3663 McCall Blvd., Bremerton, Wash. 98310, buys OO-gage cast bronze loco parts, Scalecraft reefers, Warren loco accessories.

G.U. JANES. 2235 35th Ave., San Francisco, Calif. 94116, trades weathered PFM GN S-1 for green PFM GN S-1, NP 4-8-4 or SP GS-1.

ROD KING, 614 Olin, Girard, Pa. 16417, will buy reversing mechanical loco.

RAY McMurdo, 755 Main St., Waltham, Mass. 02154, sells HO-gage trolley cars. (SSE).

R. ODLAND, 1600 Riverdale, Sioux Falls, S.D. 57105, sells UP dwgs., some HO-gage, incl. Cheyenne in steam era; custom builds UP models. (SSE).

MERLE RICE, R2, Huntington, Ind. 46750, sells HO equip.; buys USRA, B&O locos, Cinn. curved side cars; Kidder, Ind. O-gage psgr. kits. ●

## Additional Roster Data

Corrections to our Canada Shortlines roster (May) come from Bob Webster. Note 2 should read: BCH&PA 960-962 were formerly Oregon Electric 22, 21, 23, then BCE Ry. 960-962 (1946). OE 24 was also purchased for spare parts. BCE Ry, 962 was scrapped (8/59). BCE Ry. 960-961 were renumbered BCH&PA 960-961 (1961). Note 25 should now read: BCH&PA 900-908, 940-943 were originally British Columbia Electric Ry. 900-908, 940-943, then BCH&PA 900-908, 940-943.

Corrections to our Wisconsin Shortlines roster (May) are as follows: Hillsboro & North Eastern 5 is a Plymouth 250-hp model WLG with a C wheel arrangement, 17,500 lbs. tractive effort, weight 70,000 lbs., built new in 1933. H&NE 6 is a 390 hp Davenport 45 tonner built in 1942, originally Milan Ordinance Depot 1, then U.S. Army 7220, then H&NE 6. Laona & Northern 101 was originally Quartermasters Corps 4554, then USA 7435, then Conner Land & Lumber ?. then L&N 101.

More info. for our Alaska Railroad roster (March) comes from John Henderson who questions whether data for ARR 50 and 51 has been switched. He says the 1944-built unit was originally ARR 100; also that ARR owned units 60-61, Whitcomb gas-mechanical 20-ton units which were originally. QMC 2022-2023, then USA 7654-7655, then ARR 60-61. They are no longer on the roster. ARR 1002 was originally a B-B, not a C-C. John says that ARR owned a 1011 and 1012. No info. is available about 1011 but 1012 became ARR 1077. Note 8 should now read: 1031, 1041-1042 were originally Chicago, Rock Island & Pacific 748, 747, 749, then rebuilt from B-B to C-C by Alco-GE (10/42), then USA 8005, 8004, 8006, then ARR 1031, 1041, 1042. 1043 was originally CMSP&P 1679, then USA 8003, then ARR 1043. ●

## Coming Events

July 24-25: "Maine Weekend"; ride on the Bangor & Aroostook and Belfast & Moosehead Lake. Details from Downeast Railroad Club, Box 285. Brunswick, Maine 04011.

Aug. 27, 28, 29: Fourth Annual Convention, National Assn. of Timetable Collectors, at Nutel Motel, 1906 W. Third St., Los Angeles, Calif., will feature exhibits, timetable auction, visits to local rail facilities, trading sessions. Contact Vaughan Sanders, 15617 Stevens Ave., Bellflower, Calif. 90706.

Sept. 2-6: National Convention of Nat. Railway Historical Society at Bethlehem, Pa. hosted by Lehigh Valley chapter. Pre-convention trips—Ashland, Pa., to tour coal mine and ride steam loco, Magee Transportation Museum, Bloomsburg, Pa., for trolley ride; also New Hope & Ivyland, Black River & Western. Convention trips: possibly ex-NKP No. 759 over CNJ, L&HR, LV. Hotel Bethlehem is convention headquarters. Details from NRHS Convention Committee, 416 Second Ave., Bethlehem, Pa. 18018. ●

## Pen Pals Wanted

Roy Jamieson (14), 50 Lyngby Ave., Dartmouth, Nova Scotia, Canada, seeks pen pals anywhere, esp. England, Australia; answers all mail.

Leo Hendrix, 522 Arkansas St., San Francisco, Calif. 94107; retired railman, ill for over a year, needs cheer-up letters and cards.

Richard Paige (27), 715 Meridian St. Ext., Groton, Conn. 06340, wants female pen pals.

Yolanda Salazar (14), Rte. 1, Blanket, Texas 76432.

Sharon Dunwoodie (17), 9153 Rathbone, Detroit, Mich. 48209.

Gary Hegstad (14), 1201 79th St., Vancouver, Wash. 98662.

L.A. Duke, Sr., 3294 Miramonte Dr., San Bernardino. Calif. 92405; seriously ill; please send cheer-up letters, cards.

Diana Orozco (24), 72-B P. Cabantan St., Mabolo Cebu City, Phillippines.

Edna Forester (45), 8726 Smart, Independence, Missouri 64053.

Mrs. Vir Saque (29), Colon Miki Factory, Colon Street, Cebu City, Philippines J-317.

Lille M. Heil (69), 517 Central Ave., Decatur. Ill. 62521.

Joette Alianiello (15), 906 Second Ave., Altoona, Pa. 16602.

Mrs. Lilly Stuckenberg (100), Fredericksburg Rest Home, Fredericksburg, Texas 78624; feeble, needs encouraging letters, cards. (Ed. note: Oldest pen pal we've had yet.)

Willodean Littrell (59), 6713 Harve Ave., Birmingham. Ala. 35212.

Shana Lee Oswald (24), 7021 E. 6th Ave., Spokane, Wash. 99206.

Gladys Bryant (35), 1620 S. Brooks Rd., Muskegon, Mich. 49442.

Wilma Collins (52), 721 Warnki Rd., Michigan City, Ind. 46360.

Donna Manning (15), 1100 N. Fifth West, Lehi, Utah 84043.

Preciosa Crisologo (31), P.O. Box 42, Cebu City, Philippines.

Shirleen Dale. 1600 E. Burlington, North Platte, Neb. 69101.

Verma Michael, 832 Boggs Ave., Fort Wayne, Ind. 46807.

Mrs. Minnie Wilson, Rte. 1, Box 261, St. Pauls, N.C. 28384.

Nancy Small (13), 1609 E. Burlington, North Platte, Neb. 69101.

Maris Patindol (27), Jay-O-cee Juan Luna St., Cebu City J317, Philippines.

Bobby Mann (14), 295 E. 300 South, Pleasant Grove, Utah 84062. ●

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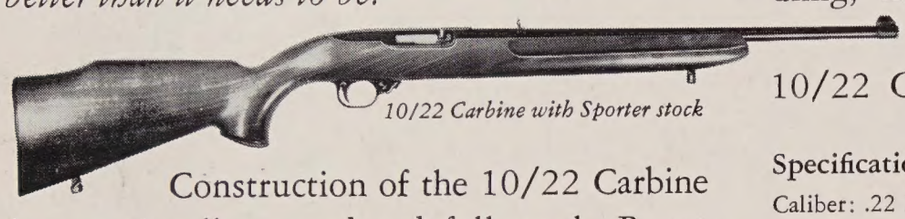

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